

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
CLOUDY
Barometer 29.96

February 27 1915. Temperature 6 a.m. 71. 2 p.m. 85.
Humidity .. 95.

February 27 1915. Temperature 6 a.m. 64. 2 p.m. 65.
Humidity .. 76 .. 74

2843 日四拾月正

SATURDAY, FEBRUARY 27, 1915.

大埠 號七廿月二英 號
SINGLE COPY 10 CENTS
336 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

BRITISH SHIPPING UNDISTURBED.

SUBMARINE ACTIVITIES HAVE LITTLE EFFECT.

With the Russians.

FURTHER SUCCESSES AGAINST GERMANS AND AUSTRIANS.

[Reuter's Service to The "Telegraph."]

Objects of the Credits.

Feb. 26, 2.40 p.m.

A White Paper states that the credits for which Mr. Asquith is to move are intended to cover the cost of the naval and military operations; also the expenditure arising out of the war in connection with the promotion of trade and industry, financing the purchase of foodstuffs etc., the relief of distress, to facilitate the raising of funds by the Dominions and Protectorates; also advances to the Dominions, Protectorates and our Allies, for meeting the difficulties arising out of the war.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Russian Successes.

Feb. 26, 2.50 a.m.

A Petrograd communique states:— Our vanguards between Kovno and Olyta, on the left bank of the Niemen, have advanced far beyond the river. The Germans occupy the left bank, in the region of Svetoiansk and Goja. A small detachment reached right up to the vicinity of Svetoiansk, where a battle was engaged. Fighting continues to the north of Grodno, on the upper Bobr and round the fortress of Osowiesko.

The Germans on the right bank of the Narew are concentrating their efforts in the direction of Novogrodek and Prasnys, and numerous German attacks have been repulsed with heavy loss.

The Germans defended a farm near Krasnoselz with extraordinary tenacity. We captured the farm and one hundred and fifty survivors surrendered.

On the left bank of the Vistula the German offensive near the farm of Mogheli was shattered by our fire. Our infantry dashed impetuously with the bayonet upon the retreating Germans and, after a hand to hand fight, captured two lines of trenches and took 408 prisoners.

Our artillery dispersed three battalions which were advancing in support from Bolimoff.

A desperate battle has been fought in East Galicia, where a night attack dislodged the Austrians from the rivers Zolotaya and Stritsa Votons. The bodies of the Austrians were heaped upon the roads.

Home Finances.

Feb. 26, 12.50 p.m.

In the House of Commons on Monday, Mr. Asquith will move a supplementary credit for all purposes of thirty-seven millions sterling for the year ending 31st March, making a total expenditure for the year of 382 millions sterling. He will also move a fresh credit of 250 millions sterling for the coming year.

The Submarine Raids.

Feb. 26, 2.50 a.m.

The Admiralty announces that German submarines have sunk seven British ships since February 18, whereas 708 steamers of over 200 tons, of all nationalities, have arrived at British ports, and 673 sailed during the week ending February 24. The total arrivals for the eight weeks ending February 24 was 5,772 and the sailings were 5,977.

SPORT IN 1914.

The World of Golf and Lawn Tennis.

In a review of the happenings in the golf and lawn tennis worlds during 1914, the *Observer* says:—

Whatever else the year has shown it has certainly proved that the game of golf is more popular than ever before. The number of courses continues to grow year by year, and there are some people who are inclined to the belief that the Royal and Ancient game will eventually become the national pastime of England as well as of Scotland. The amateur championship, which was decided at Sandwich, was made historical by the American invasion, but in spite of the presence in the field of some of the finest players from the other side, the championship remained at home, being won by J. L. O. Jenkins, of Trecon, who in the final defeated O. O. Hazlet, the Royal Portrush player. Before the final was reached, however, there had been many surprises. In the opening round, J. D. Travers, the American amateur champion, was beaten by G. A. Palmer, the Handsworth golfer, who is 54 years of age, while in the second round Francis Oimmet, who had made a tremendous reputation for himself by defeating Ray and Vardon in America, was beaten by a little-known golfer in G. S. B. Tubbs. Then the holder of the title, H. H. Hilton, was beaten in the fourth round by E. Blackwell, and the last of the American contingent was dismissed before the semi-final stage was reached.

The event roused tremendous interest all over the country, and naturally in America as well. By winning the Open Championship at Prestwick, Harry Vardon created a new record by securing it for the sixth time. Vardon, J. H. Taylor and James Braid had each won it five times, and on this occasion Vardon won with a score of 306, Taylor being second with 309. The University match resulted in an unexpected victory for Oxford over Cambridge at Rye by five matches to four, the play on both sides being of a moderate character. The competition for the St. George's Vase attracted most of the American players, but the event was won by J. Graham with a score of 146. British golfers more than held their own when opposed by American players.

The Ladies' Championship, which was played at Hunstanton, attracted a record entry of 160, and was won by Miss Cecil Leitch, who defeated Miss Ravenscroft, the winner in 1912, by 2 and 1. Miss Leitch is the most celebrated of the five famous golfing sisters of Silloth, and at the time held the ladies' record for no fewer than seventeen courses. Miss O. Leitch was also successful in the English Ladies' Close Championship at Walton Heath, in which she was opposed by Miss Bastin, and the same two players met in the final of the French Ladies' Championship at La Boudie, the English champion adding yet another success to her credit.

Lawn Tennis. In every respect the year was a most successful one from the lawn tennis player's point of view, and the game continues to increase in popularity. For the most part the conditions were very favourable, and the fine weather and the keenness of the contests attracted some record attendances to Wimbledon when the World's Championships were decided. The biggest surprise of the meeting was reserved for the later stages, when, in the final of the Gentlemen's Singles, A. F. Wilding was defeated by Norman E. Brookes, who gave one of the finest exhibitions of volleying ever seen. It is doubtful whether Wilding was seen at his best, but the play of the challenger was so superb that his opponent never

really looked like winning, the final scores in Brookes' favour being 6-4, 8-4, 7-5. That splendid lady player, Mrs. Lambert Chambers, the holder of the All-England Singles Championship, retained her title by defeating Mrs. Larcombe 7-5, 6-4, but the latter had previously won the Ladies' Championship of London at Queen's Club by easily defeating Miss Tulloch, who is a very promising player. The popularity of the Davies Cup Competition was shown by the fact that six nations challenged, in 1914, the preliminary rounds being played in England and America. In the semi-final the British Isles beat France and Australasia defeated Germany, Australasia eventually beating the British Isles for the right to challenge America for the cup. The Australasians, who won the cup 3-2, were represented by Norman Brookes, A. F. Wilding, A. W. Dunlop, and S. M. Donat, whilst America's representatives were M. E. McLoughlin, E. N. Williams, Karl Behr and T. O. Bundy. In its early stages the contest was very exciting, for after Wilding has easily beaten Williams, McLoughlin gained a magnificent victory over Brookes, but Australasia then won the doubles and Brookes defeated Williams. One of the most interesting players of the season was Mollo, Leighton, who, though quite a girl, succeeded in winning the Ladies' Singles in the Hard Court Championships in Paris; the Gentlemen's Singles going to the holder, A. F. Wilding; F. G. Lowe was seen at the top of his form in the London Championship, in the final of which he was too good for P. M. Dawson, his driving being particularly good. Lawn tennis is more popular at Cambridge than at Oxford, and the Light Blues gained an easy victory in the University match, winning the singles 8-1, and the doubles 7-2.

EDISON AND THE KAISER.

What the Germans Must Shortly Realise.

America's famous inventor, Mr. Edison, has just given his impressions of the war to a New York correspondent. "The Germans," he said, "are a great people commercially, industrially, agriculturally, but they have been brought up in an atmosphere of egoism. Everything in the country has been subordinated to the military caste, and I think the sooner this system is ended the better for the German people."

The inventor, says the *Daily Telegraph's* New York correspondent, recently lost his great manufacturing and experimenting works by fire.

"Are you worrying?" asked the reporter.

"Not a scrap," replied Mr. Edison, puffing a cigar contentedly; "we have a new standard of worry beside which all others seem trivial. I look from the ruins of my works here across the Atlantic, and I see the Kaiser on the defensive on both fronts of the immense battlefields."

"When you realise that the Kaiser has been living for years in the atmosphere of his 'impenetrable General Staff,' when you know he has been trained on the idea that a quick, smashing blow at France would enable him to rush to Russia and quell the Tsar, and when you realise, what the Germans themselves must shortly realise, that final victory cannot be theirs—why, it is enough to make the gods, let alone mortals, weep."

"I have lost \$5,000,000 worth of property by fire, but that is nothing to the Kaiser's loss. Here is my New Year's recipe for worry: 'Think of the Kaiser, and realise that you are the luckiest cog imaginable.'"

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"I was sleeping in my hammock, when, about 2.20 a.m., I was awakened by a tremendous crash. I knew at once we had either been hit by a torpedo or had run into a mine. I jumped out of my hammock and ran in my pyjamas to the upper deck. 'I got as far as the gangway when I noticed that there already was a great list on the ship. There were others with me, some in pyjamas, some with practically nothing on. At the same time we turned head to the wind. The explosion occurred on the starboard of the foremost funnel and I should say the resulting inflow of water flooded the boiler room because immediately afterwards the electric light and steam power failed."

"The water tight doors had been closed. We came to a standstill and were told to hoist out the two launches which carry nearly 80 men each. The men did this in a marvellous manner and we got both boats safely into the water, each manned by its own crew. They pulled out to a safe distance."

"A gale of wind was blowing and mountainous seas were running, and in getting the boats away a number of oars were broken against the side of the vessel. Two boats were also manned safely by their own crews and got out of danger. A quarter of an hour after the first explosion a second explosion occurred. This proved to be a blessing in disguise, at least temporarily because the great inrush of water which ensued helped to right the vessel and we got nearly on an even keel. This made it much easier for us to get about the deck."

"The second explosion seemed to burst the boilers. The force of the explosion came through the bottom of the ship, and immediately a tremendous amount of wreckage and ashes shot out of one of the funnels and fell into the sea. 'All the men eventually got to the upper deck, each with some piece of woodwork in his possession or near him. There was not the slightest chance. The men had been standing for a long time scantily clothed in a biting wind. Everybody seemed to think the ship would hold out and float until dawn, and she did actually float for about two hours and a quarter."

"At this time there were about 700 men on board, out of our complement of 790; the remainder being in the four boats lowered.

HEROISM ON THE FORMIDABLE.

Survivors Describe How Captain Went Down With His Ship.

London, January 4.—Captain Arthur N. Loxley, of the battleship *Formidable*, went down with his ship. He stood on the bridge smoking a cigarette and made no effort to save himself after the battleship was torpedoed.

The captain's last words were a compliment to the officer superintending the launching of two cutters, each carrying eighty men.

"Captain Loxley gave his orders as calmly as if his ship had been in harbour with her anchors down," said one survivor. "In a brief speech he exhorted his crew, saying, 'Steady, men, everything is all right; keep cool and be British!'"

The *Formidable* was at anchor when she was struck a second time under the port quarter and her engine room blown up. The first explosion was under the starboard side near the forward funnel.

A thrilling account of the incidents immediately following the disaster, given to the *International News Service* correspondent tonight by one of the officers of the ill-fated vessel, follows:

"I was sleeping in my hammock, when, about 2.20 a.m., I was awakened by a tremendous crash. I knew at once we had either been hit by a torpedo or had run into a mine. I jumped out of my hammock and ran in my pyjamas to the upper deck. 'I got as far as the gangway when I noticed that there already was a great list on the ship. There were others with me, some in pyjamas, some with practically nothing on. At the same time we turned head to the wind. The explosion occurred on the starboard of the foremost funnel and I should say the resulting inflow of water flooded the boiler room because immediately afterwards the electric light and steam power failed."

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"INTREPID AND JOLLY FIGHTERS."

The Fighting Priests of France.

The clergy have rallied to the colours in all the belligerent nations, we learn from a writer in the *Paris Figaro*, who summarises a lecture by Monsignor Lacroix at the B rbonne. The whole number of those with the various armies is estimated at 65,000, but we are reminded that most of these serve as chaplains. Only in the French Army are soldier-priests, or *pretres combattants*, to be found. These number 20,000, and we read that this "enormous proportion" of the entire contingent is without precedent even in France, because there they are now classed with other citizens and obliged to bear arms under a recent law in line with other secularizing legislation. However, the 20,000 answered their country's call without a protest. What is more, some of the men "whose hair had whitened in the ministry," knowing that they had not taken orders until after they had made the campaign of 1870, sought re-enlistment. As to the manner in which they were received by their officers and comrades in a country where the clergy not so long ago were harassed with drastic legislation, the *Figaro* writer relates:

"They were welcomed enthusiastically, and Monsignor Lacroix noted especially the acclamation with which the public greeted 1,800 priests at Perpignan as, clad in their soutanes, they crossed the threshold of the barracks. Never before had so many priests been seen in the city even at the time of religious retreats. What appearance did these 20,000 priests make in the uniform of the soldier? If you will, a most noble one and most martial. . . . The soldier-priest is better informed, grounded more deeply in the laws of discipline, and more highly conscientious than his comrades, generally speaking, because in him the patriotic ideal is sublimated by the religious."

Here the regret is expressed that in times of peace the episcopacy urged that the clergy under the colours accept no promotion because it was feared that their priestly vocation might be imperilled. The fear was vain, while the result is "a real error that with a little foresight might have been avoided." We read then that:

"In fine, the soldier-priest is in no way inferior to his brother-in-arms except from the point of view of physical training. For all that, we hear of 'timid vicars suddenly transformed into intrepid and jolly fighters.' But they remain modest withal. You must know that they do not think of making use of their ecclesiastical status to secure more flattering or easier treatment."

"On the contrary, instances are frequent of their refusal of such consideration. Monsignor Lacroix cited several which proved not only the modesty of the soldier-priest, but also his magnificent courage in action; and concluded by quoting with the remark of a Government official who had been inspecting an ambulance and said: 'These priests are brave fellows. We haven't known them at all.'"

Literary Digest.

During the last ten minutes that the vessel was afloat, from about 4.20 to 4.30 o'clock, the list appreciably increased and matters reached a climax. The captain came down from the bridge on the port boat deck and sang out 'Into the water with you; she's going down!'"

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Russian Artillery has dispersed three battalions advancing to the support from Bolimoff.

Russian vanguards between Kovno and Olyta, on the left bank of the Niemen, have advanced far beyond the river.

Shipping arrivals in the United Kingdom for the eight weeks ending the 24th inst. were 5,772, and sailings 5,507.

The Germans defended a farm near Krasnoselz with extraordinary tenacity, but the Russians captured it and 150 survivors surrendered.

Whereas during the week ended Feb. 24, 703 steamers have arrived at British ports, and 673 have sailed, only seven have been sunk by German submarines.

Near Mogheli, Russian infantry dashed in impetuously with the bayonet upon the retreating Germans, captured two lines of trenches and took 408 prisoners.

On Monday, Mr. Asquith moves a Supplementary Credit of £37,000,000 for the year ending the 31st March, making an expenditure for the year of £382,000,000.

NEWS.

Moscow. Setna's report is given to-day.

Further Notes on the Crisis appear on page 4.

General news and some facts concerning the German air raid appear on page 3.

Hongkong Twenty-five Years Ago, under the heading "1890," appears on page 4.

"Our Contemporaries" appears on page 2, Commercial News on page 9 and Log Book on page 6.

An interesting article by Rudyard Kipling on the new British armies appears on an extra.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Italian Grand Opera Co.—Theatre Royal.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Monday, March 1.
The Quaints, Theatre Royal—9.15 p.m.

Thursday, March 5.
Hongkong Horticultural Society's Annual Show—Botanic Gardens.

Friday, March 6.
Hongkong Horticultural Society's Annual Show—Botanic Gardens.

NOTICES

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Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death and Numerous Options at the Age of 25.
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Hongkong, 16th August, 1910

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MITSUI BUSSAN KAISHA.
Hongkong, June 11th, 1913.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.
Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

WING KEE & CO.

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SHIP CHANDLERS
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Hongkong, 3rd October, 1913.

NOTICES

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AND
GRILL ROOM.

Hongkong, July 14, 1914.

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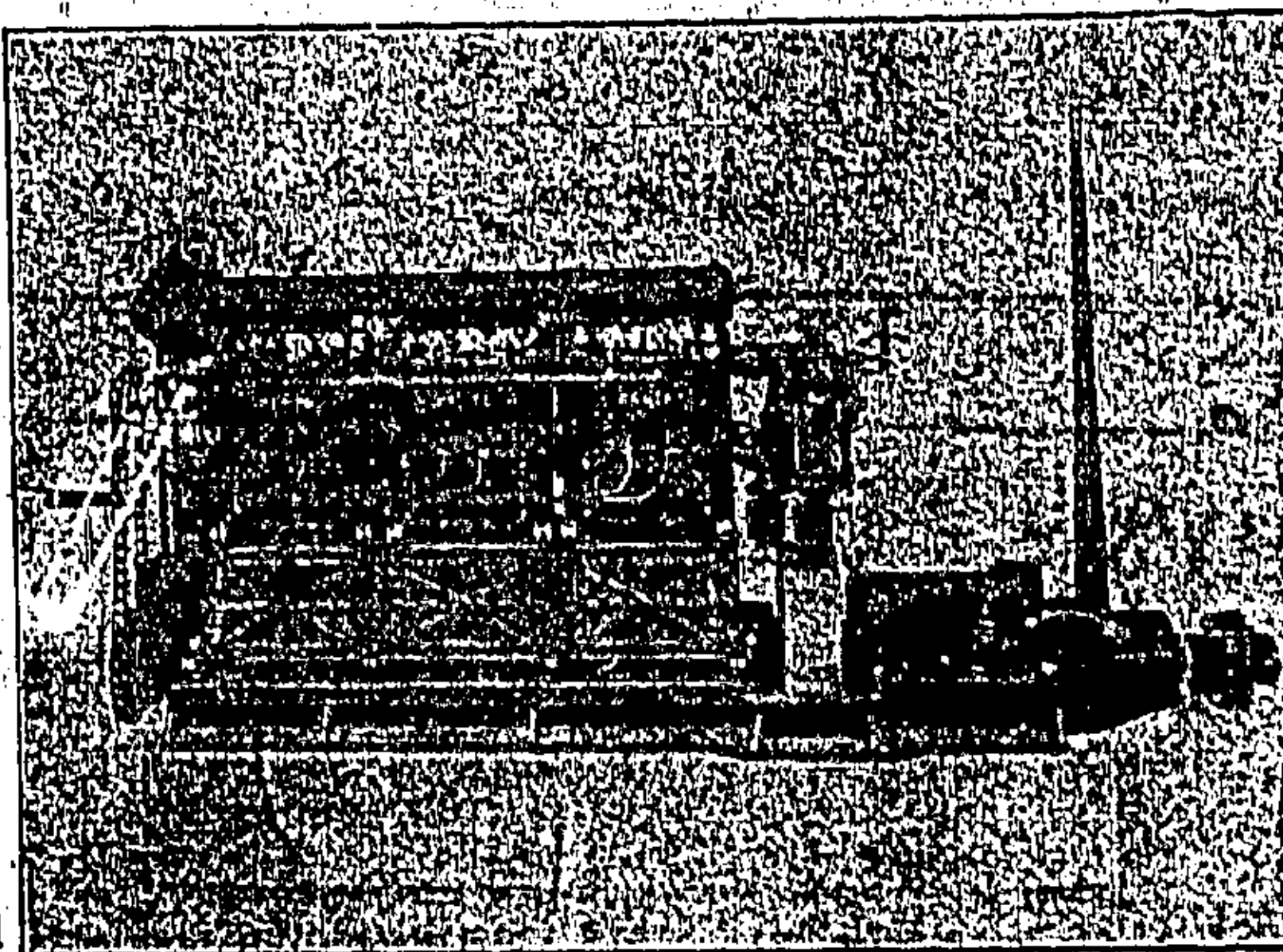
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NOTICES

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PURPOSES. VARIOUS SIZES IN STOCK.
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YORK BUILDING (TOP FLOOR).

OUR
CONTEMPORARIES.

South China Morning Post

The "Future of Constantinople."
Some of the great problems to be solved when the present hostilities are over can be generally defined to-day. How far the lines of settlement have been officially laid down is at present not quite clear, but the recent bombardment of the forts in the Dardanelles has no doubt hastened the decision of British politicians as to what will be the ultimate fate of Turkey. The French Premier has already declared with clearness the official desires of his nation and Russia is no longer silent concerning her aspirations as she was during the early days of the war. Judging from this week's bombardment of the Dardanelles and from what Sir Edward Grey said in the House of Commons on Thursday, it would appear that on the question of Turkey some settlement has also been arrived at between Britain and Russia in regard to its final disposal.

Daily Press

The Submarine Danger.
Just as the times are said to produce the man, so, we have little doubt, the present necessity will produce an invention which will reduce the offensive value of the submarine, though whether this will be done in time to be of any great service in the present war is extremely doubtful, for, given the invention, some considerable time must necessarily elapse before the device could be fitted to every ship of His Majesty's Fleet as well as to every ship of our large mercantile marine. Meanwhile we may derive considerable satisfaction from the statement by the Admiralty, summarised in one of to-day's telegrams, which shows that the harm done to shipping by Germany's new method of warfare is relatively very small, while the large volume of shipping which continues to enter and leave British ports proves that the policy of "frightfulness" is not the success it was expected to be.

China Mail.

Coaling Commerce-Destroyers at Sea.

As the Emden's field of operations was in the Indian Ocean, south of which hundreds of islands exist, doubtless she never coaled otherwise than on broadside in smooth waters. The German cruiser Karlsruhe was caught taking coal from the Kronprinz Wilhelm in mid-ocean. The coal was being passed in small boats from ship to ship. When the British cruiser appeared both ships steamed away, leaving their small boats in the sea. The Karlsruhe claimed to have captured 15 ships since August 31, from which she had replenished her coal-bunkers and kept her ladder well stocked. The collier Mazatlan cleared from San Francisco for Guaymas, Mexico, August 13, under 20,000 tons of coal to deliver her coal as consigned. North of Magdalena Bay, the Mazatlan picked up the German cruiser Leipzig and transferred mail and stores to her. Her coal, however, was carried to Guaymas, where it was transferred to the German steamer Marie, which later coaled the Leipzig. As soon, however, as the British Navy set to work on the demolition of German wireless stations the optimistic hopes of the German Admiralty regarding the work of their colliers received their quietus.

Trawler's £3,000 Catch.
A catch of plaice made in a three weeks' trip in the White Sea fishing grounds by the Hull trawler Sir James Beckett valued at over £3,000, a record figure. A little more than half this catch was sold at Hull for £1,990. The previous record catch, made by the Hull trawler St. Malo, was worth £2,185.

For a good solid meal a la Carte or Table d'Hôte, Wines & Liquors of the Best
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GENERAL NEWS.

Lord Rosebery's New Honour.
Lord Rosebery has been appointed Captain-General of the Royal Company of Scottish Archers in succession to the late Duke of Buccleuch.

Flood Havoc in the Fens.
Great floods in the fens of South-West Norfolk have been caused by the bursting of the banks of the Little Ouse at Hockwold. Nearly sixty families have been driven out of their cottages, in many of which nearly five feet of water is standing. These refugees are living now with their neighbours in cottages, some of which are harbouring three or four families.

Hospitality for Belgian Professors.
The Vice-Chancellor of Cambridge University has received a letter from Count de Lalaing (Belgian Minister in London), in which he expresses his thanks to the Senate for the generous hospitality they have extended to a certain number of professors of Louvain, Liege, and Ghent, and to several young men who are not of an age or are otherwise unfit to enter the Army. From the reports of the Minister of Science and Arts, M. Dejaire, president of the Belgian group at Cambridge, he learnt of the many attentions which have been given by their British colleagues. The constant manifestations of sympathy have produced a profound impression on the Belgian professors and students at Cambridge, as well as on the Belgian Government.

Lord Hardinge's Tribute to Indian Loyalty.

Dalhi, Jan. 12.—The re-assembly of the Legislative Council was marked by a notable speech by the Viceroy, in which he dealt specially with the needless and useless Turkish war which had been forced upon them through German and Austrian intrigue and pressure. The Viceroy's testimony to the unswerving loyalty of Indian Muslims to the Crown and the Empire, whose cause they identified with freedom, honour, and justice, touched a high note. "A towering wave of patriotism and loyalty amongst all communities has swept over India," was his description of the demonstrations which have taken place.

Australia and the Panama Canal.
Sydney, Jan. 11.—The serious friction between the Federal Ministry and Mr. Deakin, as President of the Australian Commission for the Panama Exposition, which has long been evident, is now explained. Mr. Nielsen, the representative of New South Wales in the United States, advised the Commission in August to abandon its intention to take part in the Exposition as it was now no longer international. The Commission disregarded this advice, and recommended the continuation of its work, without however mentioning to the Ministry that such advice had been received. The Ministry, having now discovered Mr. Nielsen's letter, blames Mr. Deakin for not disclosing it, and proposes to revoke the Commission's authority. The situation is complicated because the Commission represents New South Wales, Victoria, and Queensland as States apart from their Federal functions.

Education in the Nizam's Dominions.

There was little, if any, real growth in education during last year in the Nizam's Dominions, the slight expansion discernible being due principally to the fact that the State enjoyed greater freedom from epidemic diseases. Mohammedans formed 42 per cent. and Hindus 53 per cent. of the total number of scholars, including girls, both figures being slightly in excess of the previous year. Arranged according to the number of pupils studying them, the languages taught stand in the following order: Urdu, Marathi, Telugu, English, Persian Arabic. But Latin, French, Sanskrit and several Indian Vernaculars are also represented. The hope is reiterated in the official report that radical improvement "will soon show itself in a department which lies at the very root of all progress in the State, and for promoting the efficiency of which His Highness' Government always has been and ever will be ready to spend generously from its large resources."

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THE GERMAN AIR RAID.

Six Towns Bombed.

London, Jan. 20.—The Germans made a raid with Zeppelin aircraft on the east coast of England last night and dropped several bombs which caused considerable damage to property, in addition to killing several persons.

At half past 8 o'clock a Zeppelin appeared above Yarmouth (122 miles north of London) and dropped five bombs, one near the sea front, another at the mouth of the quay, the third near the Mill Hall, the fourth at the Trinity Depot, and the fifth in another quarter.

After 10 minutes it sailed to Sherringham, where it dropped two bombs. Later on, a Zeppelin appeared over King's Lynn (98 miles north of London) and dropped four bombs. From King's Lynn it went to Sandringham (7½ miles away) and dropped some bombs. Fortunately his Majesty had left for London early yesterday afternoon.

Sensational Experiences.

London, Jan. 20.—At Yarmouth the music halls and places of amusement were in full swing, and many people were in the streets when the whirl of propellers in the air attracted attention. Then an airship was seen coming from the north-east and flashing its searchlight occasionally. It crossed over the centre of the town and dropped bombs from a low elevation. On hearing the explosions many persons streamed out of the houses, while others followed the advice of the authorities and concealed their families in the basements.

The bulk of the damage was done to private houses. One bomb alighted on an empty house, and another struck a shop near Saint Peter's Church and blew off the head of a shoemaker, named Smith, who was working within. The authorities immediately cut the electric light off and telephoned for police and special constables in every direction to succour the injured and to assist the occupants of damaged houses. Fortunately no fires broke out.

The Zeppelin reached Sherringham at 8.35 p.m. and dropped a bomb, which crashed through the roof of a working man's house into a room occupied by a man and his wife and child, but did not explode, as the fuse was detached from it during its descent. The airship made off after dropping a bomb at Boston without doing any damage. It reached King's Lynn at 11.15 p.m. from Sandringham. Special constables scoured the streets, ordering the extinguishing of all lights, and the fire brigades followed them.

The lights of the Zeppelin frequently darted across the sky. Seven bombs were dropped at King's Lynn within a space of 10 minutes. One killed a youth aged 17 years, and buried his father in the debris of a house. The father was, however, taken out alive. At another spot a woman

was killed and it is believed that another person was also killed, while several persons were injured. Elsewhere a baby and its mother were injured by a bomb.

Bombs were also dropped near a military encampment and an ammunition store at Grimston (between King's Lynn and Sandringham).

The first bomb dropped at Yarmouth fell into the recruiting ground, immediately after the airship's searchlight flashed upon the town. The neighbourhood was shaken by a reverberating explosion, and windows were broken everywhere. Then a bomb fell upon the drill hall, without causing any great damage. Regardless of the cautions issued by the authorities, the majority of the townsfolk rushed into the streets. Terrifying explosions followed in five or six parts of the town.

The full damage caused will not be known until daylight. It is impossible at present to estimate the number of killed and injured, but the ruinous condition of many buildings suggests that the casualty list may be heavy, particularly as most of the people were at home at the time. The chief damage was done in the congested area of St Peter's Road, where it is reported that four persons were killed. This road is the main thoroughfare leading to the Parade. Broken plate-glass from the shops out several persons.

One bomb alone broke the windows of 40 houses, the scene resembling that caused by a gas explosion. Another fell near a sentry on the quay without causing damage. The shoemaker whose head was blown off was 20 yards from the centre of the explosion. An elderly woman was killed at a distance of 50 yards from where a bomb dropped, a portion of her side being blown away.

Awe Inspiring Spectacle.

London, Jan. 20. A resident of Sherringham says he saw two Zeppelins sailing at a height of at least 30,000 ft., the spectacle being an awe-inspiring one. The airships flashed their lights across the country side. A crash of four bombs followed. One dropped upon waste ground and made a hole two feet in diameter and so hot that it was impossible for anyone to put a hand near it for three quarters of an hour. Later on another bomb that had not exploded was picked up.

A child at Sherringham had a wonderful escape. It had been put to bed, but it cried so much that its parents brought it downstairs. A few minutes later a bomb fell through the bed where the little one would have been sleeping.

One house at Sherringham caught fire, but no serious damage was done.

Another eye-witness states that two Zeppelins passed over Cromer at 8.30 in the evening. They came from Mundesley and travelled in the direction of Weybourne. About an hour and a half later one of the airships was seen turning eastward near Sherringham and then taking a north-easterly course.

At King's Lynn.
London, Jan. 20.—Approaching King's Lynn, a Zeppelin

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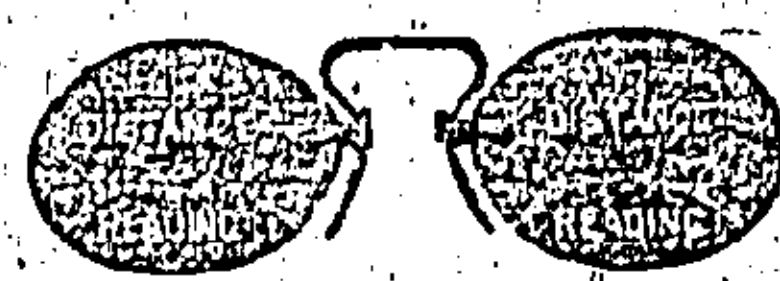
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dropped a bomb into Saetisham, where Queen Alexandra has a bungalow, and dropped others into Derringham.

Many houses at King's Lynn were damaged, the doors being wrenched from their hinges, the windows shattered, and the furniture scattered. Fragments of masonry were buried several hundred yards. The hydraulic engine house at the docks was destroyed.

One airship could be plainly seen from Sandringham.

Sensation in London.

London, Jan. 20.—The news of the Zeppelin raid was published in London just before 12 o'clock last night and caused a sensation. Previously the special constables had been called out, and the firemen had been gathered at their stations, while the anti-aircraft guns had been manned, and the searchlights had been playing over the city, the night being dark and still.

America and the "Hindu" Propaganda.

The annual report of the United States Commissioner-General of Immigration is published at Washington. He discusses at length Asiatic immigration and "Hindu propaganda," and says: "I believe it is generally conceded that immigration from the Far East is detrimental to the welfare of the United States, but the peculiar effect on economic conditions of Hindu propaganda, which is as yet in its infancy, is calculated to give much trouble unless it is met by measures of protection against the influx of aliens who cannot be readily assimilated."

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamcen, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, SATURDAY, FEBRUARY 27, 1915.

TO PREVENT SEDITIOUS PUBLICATIONS.

Last year the Legislative Council passed an Ordinance that dealt with the matter of seditious publications. So far as is known to the man in the street, Hongkong affairs but slightly, in comparison with most Colonies, where the introduction and spread of such literature is concerned; but recent events seem to have been of such a nature as to prompt the Government to take further steps by framing an amending Ordinance. This was read at the Council meeting yesterday, and it promises a heavy sentence to the person who shall be proved knowingly to have in his possession any kind of document which is of a seditious nature. It also empowers the magistrates to grant warrants for the searching of ships, premises etc. wherein such documents are believed to be concealed.

All of us will welcome any measure which gives the courts greater power to protect the Colony from enemies within its gates. Not, as we have intimated above, that we believe the number of these enemies to be appreciable; but prevention puts ultimate necessity for cure out of the question. Until the outbreak of the present war, publications to which the term "seditious" might fairly be applied were divisible into two: those which contained statements harmful to other Governments—e.g. of China or of the Philippines—and those which sought to influence the King's own subjects against British rule. The first did not strictly concern Hongkong, though their printing and circulation added in no small degree to the difficulties and labours of the local police. If a disgruntled Filipino refugee chose to publish inflammatory rubbish against the United States Government, it was no business of the average British individual, but merely the Government's affair. It was for the Government to see that the hospitality that it had given to political fugitives was not abused; and there the thing ended. The same, in a different degree, may be said of the Chinese pamphlets which were printed and stored in this Colony at the time of the Revolution, or of the sham proclamations which were found on board the s.s. Kinshan last week.

To the second class of publications we drew attention, more than two years ago, when a paper pretending to advance the interests of Islam was introduced into the Colony. That particular periodical is, we believe, now defunct. It was printed in Japan but, as we remarked at the time, though its supposed editor was a Malay, the "English" of the articles was manifestly that of a German, for many of the errors of idiom were such as no Malay (and only a German) would make. There is no need to particularise as to the sickly nonsense and malicious lies perpetrated by this publication; it proved, to the satisfaction of the writers of the various articles, that Britain had ill-treated the Mussulmans of Egypt and India, and that she would continue to do so until Islam combined against her. Of late the Government of India has taken a firmer stand against the dissemination of such stuff, and the Hongkong Government is to be congratulated on a like readiness to guard against its production and circulation within this Colony. Many of our readers saw copies of a trashy anti-English circular which was sent to Hongkong soon after the outbreak of war, signed with a Chinese name, but again most obviously written by a German. From long before the war-time the enemy was busily seeking to strike at Britain through her non-British subjects; and inasmuch as the more ignorant of the Chinese are readily gulled by bogus news and fallacious arguments, it is certainly the Government's duty to see that harmful literature is kept as far out of their way as possible.

Punctuality at the Theatre.

When all other subjects of comment fail, there always remains the fruitful topic of Hongkong's theatre manners. It was stated in all the local papers last week that the opera would begin, each night, at 8 o'clock; and (as the Book of Genesis says) "it was so." This, however, did not deter some of our musical and theatre-loving fellow colonists from putting in a appearance at anywhere between 9.15 and 9.30 on most evenings, and stumbling into their seats after audible disapprobation from the ticket boys. The stumbling, by it admitted, was not their fault, but that of the theatre trustees in not being at the trouble of placing a fixed stairway between the circle tiers. The trustees cannot, however, be blamed for the bad form of the people who come hunting for their seats a quarter of an hour after the performance has begun, and thus spoil the opening music for other auditors as well as for the artists themselves. If ever these good folk should go to a West End theatre (we must regrettably assume that they have not yet attended one) they will have to learn that London managers do not allow the holders of circle tickets to wander into their seats just at any time that may suit the said holders.

Chinese Students.

A local vernacular paper remarks that some Chinese students, who have recently returned to Peking from abroad, failed most diametrically when subjected to examination in the Chinese classics. This makes one feel that Peking is no better off, relatively, than Hongkong. Peking is Chinese territory, and its educated native inhabitants may reasonably be supposed to need a tolerably good acquaintance with the national classics. Instead, these young men come back to the place where their future work will probably lie, having, presumably, a good knowledge of at least one foreign language, a comfortable familiarity with Western customs and vices, and full readiness to turn up their noses at the ways of their fathers. In Hongkong, on the other hand—a British Colony, where the official language is English and where the ultimate occupations of the students will bring them into close touch with Britishers—more attention is paid by the local educational authorities to teaching the Chinese classics than to imparting a sound knowledge of English. Poor young Chinese! The only way out of the difficulty would be for Peking and Hongkong to establish a student exchange; for the westernised young men will do Peking no good, while the lads educated according to the present Hongkong standard would certainly be of more use in a place where no knowledge of English is required.

The Student Abroad.

Talking of Chinese students, we published a paragraph yesterday relating to a political meeting of some importance at which over two thousand Tokyo Chinese students assembled, and delivered patriotic speeches. We do not suppose that the speeches made will revolutionise the world or will cause much heart-sore in Japan; but the meeting showed the right spirit, and was a far cry from the contemptible performances of some of the Chinese "patriots" who have, during the past few years, found a refuge in Japan. True patriotism is a thing almost new to the Chinese, as the more educated of them are the first to admit; and we must take it to be an exceedingly hopeful sign that these lads, away in a foreign country, have had it in them to gather together in the hope of doing something for their fatherland. The patriotism of the old-fashioned Chinese was limited to a religious ambition to lay his bones—or to have them laid—in Chinese soil; apart from that, very little mattered. These Tokyo students have gone the surest way to win the respect of the Japanese, who hitherto have been inclined to look down upon them for having none of the love of country which is so characteristic of the people of Japan.

DAY BY DAY.

MANKIND DIFFER IN THEIR NOTIONS OF SUPREME HAPPINESS; BUT IN MY OPINION HE TRULY POSSESSES IT WHO LIVES IN THE CONSCIOUS ANTICIPATION OF HONEST FAME, AND THE GLORIOUS FUTURE HE SHALL MAKE IN THE EYES OF POSTERITY.—Pliny.

The Weather.
Lower level 8 a.m. Temp. 71; fog.
At the Peak 8 a.m. Temp. 66; slight fog.

Count the Columns.
Yesterday the *Telegraph* published 32 columns of solid reading matter. To-day there will be 39 published.

The Mails.
French Mail.—Closes per s.s. Ville de la Giotat at 4 p.m. to-day.
Siberian Mail.—Closes per s.s. Yingchow to-day at 4 p.m.
Siberian Mail.—Closes per s.s. S. Russia to-morrow at 9 a.m.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.3-16d.

Jurors List.
The Hongkong Government Gazette contains the new Jurors List.

Police Clothing.
Tenders are being invited for the supply of summer clothing for the police.

Commercial Treaty.
The Hongkong Government Gazette contains the text of the Anglo-Portuguese Commercial Treaty Act.

Feast of Lanterns.
To-morrow, according to the Chinese Calendar, is the festival of Shang-Yuan-chieh, or Feast of Lanterns.

Name Removed.
It is notified, for information, that the name of Georges Ingles has been removed from the list of authorised auditors.

St. David's Day.
On Monday (St. David's Day) the Welsh community are holding a convocation at the Hongkong Hotel, from 7.30 p.m. to 12 midnight.

Race Photographs.
A Fong sends us some excellent photographs taken at the Race Meeting, showing the actual racing and scenes in the enclosure.

New Rule.
The following rule has been made by the Governor-in-Council under Section 6 of the Stamp Ordinance, 1901:—Documents which are intended solely for use outside the Colony shall be exempted from the operation of Articles 2, 3, 38 and 42, of the First Schedule to the Stamp Ordinance, 1901.

January Weather.
Meteorological observations made at the Royal Observatory show that the average mean temperature during January was 60.1, compared with a 30 years' mean of 64.6. The highest point reached was 70.6, on the 11th and the lowest 41.7, on the 16th. There were 179.4 hours of sunshine, and the rainfall was 0.345 inch, rain only falling on six days during the month.

TO CURIO COLLECTORS.

On Monday and Tuesday Mr. G. P. Lamont is offering for sale, under instructions by Lah Ver-kee, the well known Shanghai dealer, a large and valuable collection of china and curio which will repay the attention of any collector, no matter how small or large his purse.

Speaking of the collection as a whole, there can be no doubt that this is one of the best that has been shown this winter season, the specimens being remarkable for the absence of those little flaws which detract much from the value of a deal of the porcelain shown as a rule. All the usual dynasties and periods are represented, there being some fine Kanghi, Kienlung and Towkwang specimens for sale. This season has been remarkable for the low prices that these goods have been securing and so much is this the case that dealers have been more than usually in evidence. For the convenience of the public, the sales room will be open to-morrow to afford a further opportunity of seeing this good collection.

NOTES ON THE CRISIS.

THE FUTURE OF TURKEY.

The Realisation of Russian Aspirations.

Although peace is as yet by no means in sight, there can be no doubt that the fate of Turkey is sealed. That being so, one can well understand the raising of the point as to whether Russia shall permanently occupy Constantinople when she comes into possession of it, as she is bound to do eventually. Russia has long sought access to the sea in Southern Europe, and, as Sir Edward Grey says, that is an aspiration with which Britain entirely agrees. Certainly for the part which she will have played in this war, Russia will have good reason to again urge the realisation of her hopes. In the war of 1877, she threatened to appear before the gates of the Turkish capital, and it was only the intervention of Britain which stood in the way of the occupation of Constantinople.

Then and Now.

Times have changed since those days, and Britain's eastern policy no longer conflicts with that of Russia as it once did. At the time when Britain had practically assumed the position of guardian and protector of the declining Turkish Empire as a bulwark against what were conceived to be the encroachments of Russian ambition, it had become a fixed maxim of British policy that Constantinople must never fall into the hands of Russia. Looking back, our readers will probably agree that Russia's schemes were the subject of a deal of misrepresentation, that her so-called aggressive tendencies were much exaggerated, and that her ambition was judged to be more unscrupulous and her claims less reasonable than would have been the case had her situation been our own. Policies have undergone great modifications since the days of Beaconsfield, and to-day Britain and Russia stand together as strong friends, each with a respect for the claims and aspirations of the other.

Guaranteeing Peace in Europe.

To sum the whole matter up, there are certain territories in south-eastern Europe which must be taken out of the hands of Turkey and which must be governed by a strong Power. Misrule and misgovernment have made Turkey the bone of contention in European politics for many a long year, and as long as Turkey remains in Europe there will never be peace. She will now be ousted from her position, and Russian occupation would, without the least doubt, be far more beneficial than a continuation of Turkish rule and would serve very materially to compose the Balkan situation. As we say, Russian aspirations will have to be met, though the detailed arrangements must of necessity be a matter for decision when the time comes to talk of peace.

Submarine Activity.

The figures which the Admiralty has made public in regard to the sinking of British ships by enemy submarines are sufficient to show that the danger is not nearly as great as the alarmists would have us believe. These individuals merely take into account the actual sinkings, and conveniently overlook the steady stream of shipping to and from United Kingdom ports. The facts for the week quoted are that well over 1,300 ships have arrived in and left the British Isles and only seven of these have been sunk. It will thus be seen that the interference with our mercantile marine is hardly worth talking about. And, for the sake of inflicting mere pin-pricks, Germany is willing that her name should stink throughout the world.

London Theatres Busy.

The London theatres are enjoying such a wave of prosperity as might be expected only in times of peace, says the *Daily Mail* of January 16. Twenty-eight theatres are now open in the West End with every class of theatrical attraction, from skits to Shakespeare, and nearly all of them—a most rare occurrence—are doing profitable business.

1890.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending Feb. 27, 1890.)

The Dollar.
February 27.—The rate of the dollar on demand to-day is 1s 9.3-16d.

Macao Festivities.
February 21.—The Portuguese community are away at Macao to-day, to attend an annual procession. A lot more would have gone on Sunday if the Macao authorities had taken off that ridiculous impost of \$60 on the steamer.

Hongkong Electric Lighting Company.

February 21.—Telegraphic advices were received to-day that the first consignment of the machinery for the Hongkong Electric Lighting Company had left England in the Benlarig. Mr. W. Wickham, the engineer, was to have left last month.

Hard Times All Round.

February 21.—Business continues exceedingly dull in nearly all branches of commerce, and there is nothing to indicate that a change for the better is likely to take place in the near future. It is a case of very hard times all round.

Mr. Frank White.

February 21.—The *British North Borneo Herald* has the following, regarding a well-known Hongkong resident: Among the passengers who left Sandakan by the steamship *Memnon* was Mr. Frank W. White, formerly assistant planter on the East Borneo Planting Co.'s Malapi estate. Mr. White is a thoroughly good Chinese scholar, and he proved a very useful assistant during his seventeen months' service in the Company. He leaves Borneo on account of bad health and does not intend to return. The planters here wish him bon voyage and good success in whatever he puts his hand to.

Russia and Turkey.

February 22.—It is reported (by telegram) that Russia is again pressing Turkey for payment of the war indemnity.

(And by and by history may repeat itself.)

The Hongkong Derby.

February 26.—The result of the Derby is as follows:—

Mr. Sid's gr. Entertainer, (Mr. W. P. Maclean) 1

Mr. Tasman's ch. Timaru, (Mr. Reynell) 2

Mr. J. D. Humphreys' gr. Vernal, (Mr. Hart Buck) 3

Hongkong the same Yesterday.

To-day and Forever!

February 27.—"People of Hongkong: Learn (or rather hear it reiterated) that you are the meekest community in the Far East. For three months the much-bewailed monotony of the place has been unbroken by a regular attraction—save that of the Fantomime—and now, when a company with a reputation like that the Fisk minstrels have, extending to our very gates, comes to please the public for a few nights, they have a beggarly audience of fifty persons! Last night that was the case, at any rate, but they nevertheless courageously rendered every item on the programme, and were rewarded with applause from every man there. And if the Colonel Chaplain would like to arouse his half-dozen of a congregation from the ordinary lethargy on Sunday next, he will make an effort to engage the dark nightingales for Sunday's service—and let the public know it."

(And so it would seem that, though editors may come and editors may go, Hongkong's lethargy and snobbishness go on forever.)

1890.

SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for Feb. 27, 1890.

Hongkong and Shanghai Bank—205 per cent. premium, sellers.

Union Insurance Society of Canton—\$101 per share, buyers.

China Traders' Insurance Company—\$72 per share, buyers.

GUN PRACTICE.

It is notified in the Gazette that information has been received from the military authorities that gun practice will be carried out as under:—

On Tuesday, the 2nd and 9th March:—

From Mount Davis, in a South-Westerly direction, between the hours of 11 a.m. and 2 p.m.

On Thursday and Tuesday, the 4th and 16th March:—

From Stonecutters West, in a South-Westerly direction, between the hours of 11 a.m. and 2 p.m.

On Saturday, the 6th March:—

From Devils Peak, in a South-Easterly direction, between the hours of 10 a.m. and 2 p.m.

From Pakhawan, in a Southerly direction, between the hours of 10 a.m. and 2 p.m.

On Thursday, the 11th March:—

From Belohara, in a North-Westerly direction, between the hours of 11 a.m. and 2 p.m.

On Saturday, the 13th March:—

From Devils Peak, in a South-Easterly direction, between the hours of 10.30 a.m. and 2 p.m.

From Pakhawan, in a North-Easterly direction, between the hours of 10.30 a.m. and 2 p.m.

All junks, ships and other vessels are to keep clear of the ranges.

BANKRUPTCY COURT.

After we had gone to press yesterday, the Chief Justice, Sir William Rees Davies, reserved his decision in the case of the application made for the rescission of a receiving order made in re Ng Ping-sun.

In re Cruz Basto and Co., an application was made for adjudication.

The Official Receiver, Mr. A. E. Carpmael, informed his Lordship that at a meeting of creditors it had been unanimously resolved that all the partners in the firm, with the exception of Long Shui-kwan, should be adjudged bankrupt and that Mr. C. A. de Roza be appointed trustee. He applied for the usual order to be made, subject to Mr. de Roza finding a bond to the satisfaction of the Receiver.

The application was granted.

North China Insurance—Tls. 350 per share, buyers.

Canton Insurance Company, Ltd.—\$130 per share.

Yantai Insurance Association—Tls. 80 per share.

Hongkong Fire Insurance Company—\$400 per share, sellers.

China Fire Insurance Company—\$91 per share, sellers.

Hongkong and Whampoa Dock Company—50 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Company—\$38 per share, ex div., sellers.

China and Manila Steamship Company—\$120 per share, buyers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$200 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China S.N. Company—12½ per cent. div., buyers.

Douglas Steamship Company—\$63 per share, buyers.

China Sugar Refining Company, Ltd.—\$225 per share, sellers.

Luzon Sugar Refining Company, Limited—\$70 per share, sellers.

Hongkong Ice Company—\$110 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$104 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$90 per share, sellers.

Hongkong Dairy Farm Co. Ltd.—\$14 per share, sellers.

A. S. Watson and Co., Ltd.—\$23 per share, sellers.

Hongkong High Level Tramway Co., Ltd.—200 per cent. prem., sellers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share.

Green Island Cement Co. (old issue)—\$43 per share, buyers.

Green Island Cement Co. (new issue)—\$5 per share, buyers.

Hongkong Land Investment Co., Ltd.—\$192 per share, ex div., buyers.

Hongkong Electric Co., Ltd.—\$8 per share, nominal.

West Point Building Co., Ltd.—\$45 per share, buyers.

MESSRS. SETNA'S
REPORT.

Messrs. S. D. Setna and Co., in their report dated February 25, state:—

Bengal Opium:—No sales are reported in the market. Clearances are reported of about 2 chests of Patna New, 3 chests of Patna Old, in all about 5 chests. Unsold stock:—84 chests of Patna New, 599 chests of Patna Old, 120 chests of Benares New, and 114 chests of Benares Old, in all about 847 chests. Sold but uncleared stock:—49 chests of Patna New, 60 chests of Patna Old, 18 chests of Benares New and 38 chests of Benares Old, in all about 165 chests. Reported closing quotations (per chest) are as under:—Patna New \$9325, Patna Old \$9200, Benares New \$9050, Old \$8950.

Malwa Opium:—Sales nil. Clearances are reported of about 13 chests. Unsold stock is estimated at about 547½ chests. Sold but uncleared stock about 200 chests. Reported closing quotations (per picul) are as under:—Malwa \$9100 to \$9200.

Cotton:—No sales are reported. Unsold stock is estimated at about 2,700 packages. Closing reported quotations:—\$20 to 26 (per picul).

Indian Yarn:—Our market ruled steady, and prices show an advance of \$1 to 3 per bale all round. Sales of about 5,000 bales comprising about 2850 bales of No. 10, 1250 bales of No. 12, and 900 bales of No. 20. Unsold stock is estimated at about 48,000 bales. Sold but uncleared stock is about 25,000 bales.

Japanese Yarn:—Sales are reported of 2,000 bales of No. 20s at \$110/120 per bale.

Sundry Articles:—In imports sales are reported of onions, Bombay, at \$2 (per basket), onions, Madras, at \$1½ (per basket), kismies at \$21/24 (per picul), safflower at \$15/19 (per picul), sugar at \$12½/15 (per picul), apricots at \$21/24 (per picul), bezoar stone at \$18/220 (per oatty), borax at \$25 (per picul), mavej at \$15/18 (per picul), roza oil at \$80 (per picul), cloves at \$40 (per picul), sandal wood at \$50 (per picul), myrrambollams at \$13½ (per picul), flour at \$4½ (per bag), angour at \$10/21 (per picul), gum olibanum at \$14/20 (per picul), and putchuck at \$120/130 (per picul). In exports purchases are reported in green beans at \$4½ to 5½ (per picul), galangal at \$8½ (per picul), fire-crackers at \$34½ (per case), preserves at \$4½ (per box) and vermillion at \$125/128 (per case).

"THE QUANTS."

Commencing on Monday, Hong-kong theatre-goers are to be given a great treat, for on that night "The Quants" open a season here. Their performances will be of a highly entertaining order, as the artists are all specialists in their particular line.

The performances will commence at 9.15 p.m. sharp, thus enabling residents from the Peak to catch the 9 p.m. tram and be comfortably in their seats before the rise of the curtain. As a great deal of the interest centres in the Prologue, it will be in the interests of patrons if they make a point of being present in good time for the opening.

The performances will terminate at 11.30 p.m., thus giving persons living at the Peak or in Kowloon ample time to catch their tram or ferry.

A Heroic S. Wales Borderer.

The patriotism of a private of the 2nd Battalion South Wales Borderers, named Sydenham, who was mortally wounded at the capture of Tsingtau, is spoken of. One of his legs was blown off by a shell, and as he was being borne along by the stretcher party he sang a patriotic song. One of the bearers remarked to the dying soldier that the white flag had been hoisted by the Germans. "Let's get up and have a look," said the brave Borderer. His wish was put into effect, and he expired instantly.

THE SHIPPING BILL.

An American View.

The Administration's proposition to purchase and run, through the medium of a Government-controlled corporation, a fleet of merchant ships seems to us on economic and political grounds an attempt to borrow, or rather buy, gratuitous trouble, save the New York Outlook. Advocates of this plan, put forward as a measure for the temporary relief of American commerce, base their arguments on three points:—The individual citizens of the United States have failed to develop an unsubsidized merchant marine.

The war has left many idle ships along our shores that are advantageously available for purchase.

There is a pressing need for neutral bottoms in which to carry American products to the shores of Europe and South America.

To these things President Wilson in his Indianapolis speech attributed the rise in freight rates, which, in some cases, he said, has been tenfold.

It is true that the private citizens of America have in recent years failed to develop a foreign merchant marine at all comparable with that created by the citizens of either Germany or of England. In the days of the clipper ships, American commerce carriers were the fastest and the best upon the seas. The proportions to which our coastwise traffic, protected from foreign competition, has grown may be taken as evidence that we have not yet lost the power to construct or the ability to man a merchant marine in this present day and generation. Therefore it may be taken for granted that controlling factors other than national incapacity are responsible for the absence of the American flag from the high seas.

Foremost among these factors may be placed our navigation laws—laws which place an American seaman at an advantage over his foreign co-laborers which they deny to American ship-owners. For obvious reasons not many thoughtful men are willing to advocate a repeal of these humanitarian features of our navigation laws. Therefore we must, with equal frankness, face the fact that by these same laws our merchant companies are placed at the same commercial disadvantage with foreign vessels in which our States are now placed which demand for their growing citizens the protection of child labour laws.

Both those who support and those who condemn the Administration's proposition to purchase and run a fleet of commercial vessels are united upon the statement that our foreign merchant marine has been a failure in the past. To seek to make good this failure by the launching of a Government fleet to compete with private ships already at a commercial disadvantage with foreign vessels seems to us an untenable proposition, and the first step towards driving what remains of our merchant marine from the ocean. The Government did not organize the parcel post because the express companies had failed to make their business pay, but because it was felt that the express companies had been made to pay too well—to the cost of the public at large. Where public enterprise enters private enterprise departs. Public ownership of a merchant marine could never be made a cure for the failure of private industry in the same direction. At best it could only be made an expensive substitute.

There is very grave doubt as to the reasonableness of the justification offered for making the proposal, for there has been no little testimony to the effect that the high freight rate to neutral and foreign shores was dependent as much upon war risks as upon lack of commerce-carriers. The price of wheat and the export returns of the past month may be taken as positive evidence that our farmers and manufacturers are not suffering unduly from a lack of ships. If they are not, it would seem the height of unwisdom to launch our Government on the revolutionary proposal.

This proposition, linked with the proposal to purchase the foreign ships now lying idle in

VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut. Col. A. Chapman, V. D., state:—

Resignation.—Reference Corps Order No. 1 of 25.2.15, Private F. J. Rodriguez' number is 1651, instead of 1759 as stated therein. Transfer.—Pie. T. Young (See Corps Order No. 2 of 25.2.15) is allotted Corps No. 1759.

Parades.—Parades for Saturday, 27th instant; nil.

Programme for March.—5.15 p.m.—Mondays, N. O. O. drill on the Cricket Ground (or elsewhere as ordered). Tuesdays and Thursdays, Nos. 1 and 2 Sections Artillery and Left Section, M. G. Co.—10 p.m. drill at Headquarters (or as otherwise ordered). Remainder, Tuesday, 2nd, Aiming Drill and Musketry Exercises under Company Commanders. Thursday, 4th, Skirmishing under Commanding Officer. Tuesday, 9th, Squad and Company Drill under Company Commanders. Thursday, 11th, Bayonet fighting under Company Commanders. Tuesday, 16th, Route March (Field Service Order) under Commanding Officer. Thursday, 18th, Aiming Drill & Musketry Exercises under Company Commanders. Tuesday, 23rd, Rifle Exercises under Company Commanders. Thursday, 25th, Bayonet fighting under Company Commanders. Tuesday, 30th, Route March and Skirmishing under Commanding Officer. Musketry at King's Park Range. Signalling practices and Musketry Instruction on Kennedy Road Range as ordered.

To-Day's Orders. Corps Orders issued to-day by Lieut. Col. A. Chapman, V. D., state:—

Parades.—Parades for Monday, 1st March:—5.15 p.m., N. O. O. drill at Headquarters. Sergt. Bullock will attend. Remainder, nil.

Detail.—Orderly Officer to-day and to-morrow, Lieut. Danby; 1st to 7th March (inclusive), 2nd Lt. Cunningham; Orderly Sergeant to-day and to-morrow, Sergt. Barlow; 1st to 7th March (inclusive), Sergt. Schnepel. To furnish Guard to-night, Right Section M. G. Co., to-morrow, Scouts Company; on 1st March, Scouts Company.

Tourist Agent's Estate. Mr. Thomas Albert Cook, of Sennow's Park, Great Ryburgh, Dereham, and of Hampstead, N. W., and of Ludgate-circus, E.C., tourist agent, of Messrs. Thos. Cook and Son, who died recently at the age of 47, left unsettled property to the value of £325,804.

our ports, seems to us doubly dangerous.

In the first place, under any circumstances the proposed experiment would be of more than doubtful commercial value.

But at this particular juncture it involves a risk which it would be difficult to exaggerate. The United States has already found itself facing serious complications because of the complaints arising from the seizure of American ships at sea. The question not only of our merchant cargo but of American registry is difficult enough to solve when it involves a private citizen alone. What would happen if a ship purchased from a belligerent since the outbreak of hostilities, and owned or controlled by the American Government, should be stopped and searched at sea by the warships of another hostile Power? The questions of cargo, of registry, are questions and problems so clearly defined and so difficult of solution as to alarm the most casual of understanding observers.

More intangible, but nevertheless to be considered, is the question whether the United States Government—a neutral Power—has the moral right to aid a belligerent through the purchase of ships which are useful to that Government only in so far as their cash value can be obtained.

A nation which has shown such consistent aversion to ship subsidies will be slow to accept what the President himself describes as "a temporary measure of relief" and what is a perilous adventure into the international danger zone as a substitute for an intelligent and constructive policy for the building up of a private merchant marine.

DAIRY FARM NEWS.

REDUCTION IN PRICES

FROM 22ND FEBRUARY.

WE ARE PLEASED TO ANNOUNCE THAT WE HAVE REDUCED OUR PRICES OF:

LOCAL MEATS

AND

OWN FED POULTRY.

NEW PRICE LISTS DATED 20th FEBRUARY 1915 CAN BE HAD ON APPLICATION.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER

A VALUABLE COLLECTION OF ANTIQUE CHINA & CURIOS

(Being the property of the collectors, Kwong Yung & Co.)

The Undersigned has received instructions to sell by Public

Auction on

Monday, Tuesday & Wednesday, the 1st, 2nd & 3rd March, 1915,

commencing each day at 2.30 p.m., at his Sales Rooms,

Duddell Street.

A Valuable Collection of Antique China & Curios from

Sung to Ming Dynasties & Kanghi to Towkwong Periods,

comprising:—

5-coloured, 3-coloured & Blue & White vases, plates, bowls

cups & figures etc., etc.

Sang-de-boeuf vases, White "Coddess of Mercy," Ming

incense burners.

Large bronze vases, wine cups, incense burners, Sung.

Jade, agate & porcelain bottles.

Green & red Jade Ornaments.

Old Pekin cloisonne vases & incense burners.

Old lacquered screens with 5-coloured decoration &

blackwood screens with blue & white & 5 coloured Kanghi &

Kienlung porcelain plaques, pottery & porcelain pictures in-

laid in wood etc., etc.

also

Seochow red wood curio cabinets, side tables, flower

stands etc.

(Full Particulars from Catalogue).

On view from Thursday, the 25th February, 1915.

N.B.—The Undersigned will give 2-weeks' guarantee as to the

genuineness of the articles effected.

Terms:—Cash on delivery.

GEO. P. LAMMERT.

Auctioneer.

WHAT HINDENBURG
THINKS.

Sure of Success: no Verdict on War's Duration.

The following official instructions issued to American agents by the German Foreign Office have been received by the Mercon Company:—

Please cable at once to La Nacion (Buenos Aires): We at Hindenburg's headquarters. Invited to dinner. Sat at Hindenburg's side, and he talked to me for two hours about the war.

I asked him about the duration of the war. He replied that it was difficult to answer my question, but Hindenburg is confident about the success of the Allies who are vigorously fighting before War-saw. The Germans are animated by the splendid spirit of von Hindenburg.—Kinkelin, Foreign Office.

SILIMPON COAL
BUNKERS

can be supplied at cheap rates at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE.

TO-DAY'S
ADVERTISEMENTS.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction on

SATURDAY,

the 27th February, 1915, com-

mencing at 12 o'clock noon at

N. 47 Wyndham Street.

A Quantity of Office Fur-

niture.

Also

One Milner's Safe.

One Chubb's Safe.

Terms:—Cash on delivery.

GEO. P. LAMMERT.

Auctioneer.

HONGKONG GYMKHANA
CLUB.

The Annual Meeting of Mem-

bers will be held on Tuesday next

at 5.15 p.m. at the rooms of the

Jockey Club, Ground Floor of

Annex of Hongkong Club. Mem-

bers of the Jockey Club interested in

Gymkhanas are invited to

attend.

TO-DAY'S
ADVERTISEMENTS.

G. R.

TENDERS.

Sealed tenders are invited for Upholstery, Dyeing, Dry-cleaning work and Miscellaneous articles for H.M. Naval Establishment for one year from the 1st April next.

Tenders will be received at the Commodore's Office until noon on Monday, the 8th March, 1915.

Forms of Tender may be obtained on application to the Naval Store Officer, H.M. Naval Yard.

The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.

(Sd.) F. WESTON.

Naval Store Officer.

Hongkong, 26th February, 1915.

TO LET.

TO LET.—Conduit Road level, 2 large Rooms, Bath-room, Cook-house and boy's quarters. Verandah overlooking Harbour, very cool.—Apply 19, Robinson Road or F. A. Mackintosh, 16, Des Voeux Road.

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

The Steamship

"INDRAGHIRI"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th prox. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 5th prox. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

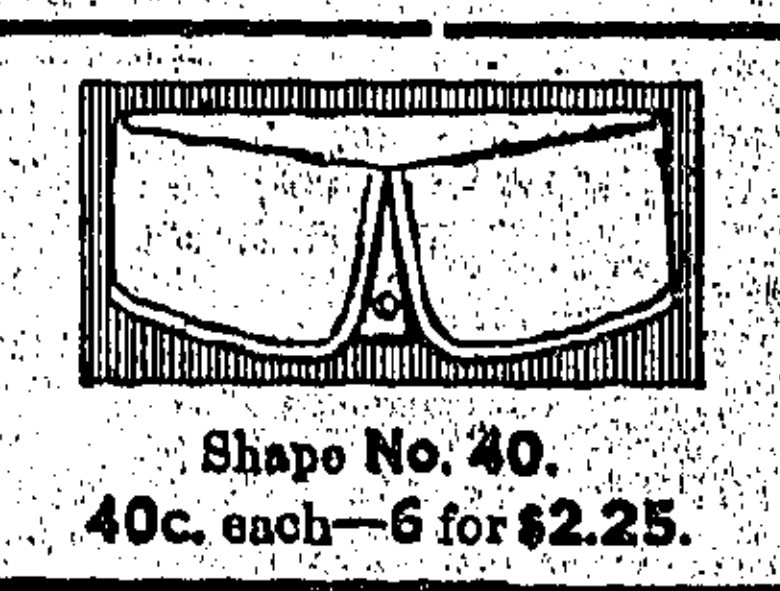
Bills of Lading will be countersigned by—

JARDINE, MATHESON

& Co., Ltd.

Agents.

Hongkong, 26th February, 1915.

THE
*Summit*THE
COLLARS
FOR
COMFORT
AND
DURABILITY

OBTAINABLE ONLY AT

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS.
16 DES VŒUX ROAD 16

WM. POWELL, LTD.

TELEPHONE 346.

THE HOUSE FOR
CHILDREN'S WEAR.

FOR EVERY OCCASION.

INSPECTION INVITED.

Wm. POWELL, Ltd.

SPECIALISTS IN CHILDREN'S GOODS.

J. ULLMANN & Co.

The leading French Jewellery House.

Watchmakers, Fancy Goods, Diamond Merchants.

Grand Assortment of

BINOCULARS & STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

ITALIAN GRAND OPERA

DOUBLE DISC RECORDS.

IL TROVATORE;

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CAVALLERIA RUSTICANA

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RIGOLETTO

FAUST

CARMEN

MIGNON

OTELLO

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TOSCA

BARBIERE de SIVIGLIA, etc



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GEORGE
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Scotch
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Its world-wide popularity is due to its mature ripeness, soft refinement and exquisite flavour.

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ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	25th Mar.	6th April.

These steamers are fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and have superior
accommodation with Electric Light throughout, and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

The S.S. "Itola," tons 5,257, Capt. Butler, will be despatched
for Shanghai, Yokohama, Kobe and Moji on the 10th Mar.

The S.S. "Umaria," tons 5,317, Capt. Elton, will be de-
spatched for Shanghai, Yokohama, Kobe and Moji on the 22nd Mar.

WESTWARD.

The S.S. "Orissa," tons 5,436, Capt. Langlands, will be de-
spatched for Singapore, Penang and Calcutta on the 10th Mar.

The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, Feb. 26, 1915.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 27th FEBRUARY.

5.00 p.m. Kinshan.

SUNDAY, 28th FEBRUARY.

5.30 p.m. Fatshan.

Single Fare by Night Steamer	6.00
Return Fare by Night (available also for Return by day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Tai Shan, tons 2,906

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th FEBRUARY.

The Company's new Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF
at 8 a.m. and return from Macao at 2 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or Shanghai by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

IPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said.	Mishima Maru Capt. Wada	(THURS., 11th Mar. at noon. T. 16,000

VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Awa Maru Capt. Hori	(MON., 1st Mar. at noon. T. 12,500
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SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, and Townsville and Brisbane	Tango Maru Capt. Soyeda Nikko Maru Capt. Takeda	(TUES., 16th Mar. at 4 p.m. T. 13,500 (FRI., 9th April at 4 p.m. T. 9,600
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CALCUTTA via Singapore, Penang & Rangoon	Sanuki Maru Capt. Date	(SUN., 7th Mar. at noon. T. 12,500
--	---------------------------	--

KOBE	Sanuki Maru Capt. Date	(SUN., 7th Mar. at noon. T. 12,500
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SHANGHAI, Kobe & Yokohama	Nikko Maru Capt. Takeda	(MON., 15th Mar. at 10 a.m. T. 9,600
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SHANGHAI, Kobe & Yokohama	Atsuta Maru Capt. Yoshikawa	(SUN., 7th Mar. at noon. T. 16,000
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Fitted wireless telegraphy.
Terminus Yokohama

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Mishima Maru	16,000 tons	Thursday 11th March
Suwa	25,000 "	" 25th March
Atsuta	16,000 "	" 8th April
Yasaku	25,000 "	" 22nd April
Miyasaki	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Awa Maru	12,500 tons	Tuesday 9th March
Shidzuoka	12,500 "	" 23rd March
Tamba	12,500 "	" 6th April
Aki	12,500 "	" 20th April
Sado	12,500 "	" 4th May

*Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
AMOY	Chenan	27th Feb. at 4 p.m.
SHANGHAI	Yingchow	28th Feb. at 4 p.m.
HAIKOW & HAIPHONG	Hoihow	28th Feb. at 8 a.m.
TIENSIN	Huichow	2nd Mar. at noon.
MANILA, CEBU & ILOILO	Tean	2nd Mar. at 4 p.m.
HAIPHONG	Singan	4th Mar. at 10 a.m.
SHANGHAI	Anhui	4th Mar. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	9th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming,"
and "Tean." Excellent saloon accommodation amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui"
and "Chenan" and the S.S. "Kauchow," "Liangchow,"
"Luchow" and "Yingchow" having excellent accommodation,
with Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, maintain a fast schedule service
between Canton, Hongkong and Shanghai, leaving Hongkong
for Shanghai direct every Tuesday, Thursday and Sunday, taking
Cargo on through Bills of Lading to all Yangtze and Northern
China Ports.

These steamers land passengers in Shanghai, avoiding the
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 27th Feb., 1915.

Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tilalajap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tilmanock	SHAI	1st half Mar.	JAVA	1st half Mar.
Tikini	JAVA	1st half Mar.	SHAI	1st half Mar.
Tililwong	JAPAN	1st half Mar.	JAVA	2nd half Mar.
Tilaroem	JAVA	2nd half Mar.	SHAI	2nd half Mar.
Tilpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tilbodas	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tikembang	JAVA	2nd half Apr.	SHAI	2nd half Apr.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong.
Chiyo Maru	22,000 - 21 knots	Tuesday, 23rd March.
Tenyo Maru	22,000 - 21 knots	" 13th April.
Nippon Maru	11,900 - 18 knots	" 27th April.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of
returning from San Francisco by steamers of the Pacific Mail S.S. Co. or from
Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway, between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO,
SALINA CRUZ, PANAMA, CALLEJO, IQUIQUE and VALPARAISO. THENCE
BY TRANS-ANDER ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhay	—	12th March.
St. Albans	—	—

The above Steamers are fitted with Refrigerating Machinery, ensuring
a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers,
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Maiching	W. C. Passmore	TUES., 2nd Mar. at 1 p.m.
Hailan	J. W. Evans	FRI., 5th Mar. at 1 p.m.
Haiyang	A. E. Hodgins	TUES., 9th Mar. at 1 p.m.

FOR SWATOW.

Haimun	A. H. Stewart	SUN., 28th Feb. at 10 a.m.
Haimun	A. H. Stewart	WED., 3rd Mar. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near
Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

LOG BOOK.

Imperial Merchant Service
Guild's Generosity.

The Imperial Merchant Service
Guild have just despatched parcels,
containing in all 100 lbs. of
tobacco of different kinds and
20,000 cigarettes, to each of their
members now interned in Ger-
many—100 in all. The cost of
this has been defrayed by the
Guild War Fund, which is also
alleviating a good deal of financial
stress on the part of dependents
of Merchant Captains and Officers
who are held prisoners by the
enemy.

Distinguished Guild Members.

Captain R.E. Carey, to whom
has just been awarded a Gold
Medal for his services in rescuing
1,000 French and Belgian refugees
in the English Channel, is a
member of the Imperial Merchant
Service Guild. Two other mem-
bers who have received honours
during the war are Commander
J.C. Barr, R.N.R., of H.M.S.
"Carmania," upon whom has been
conferred the decoration of Com-
panion of the Bath, whilst Captain
D.R. Kinnier, of the R.M.S.
"Ortega," has been awarded the
Distinguished Service Cross.

Claim by a Japanese Shipping
Firm Allowed.

In the case, which recently
came before the Right Hon. Sir
Samuel Evans, President, the
Crown claimed the condemnation
of various parcels of cargo ex-
cepted by the collector of Customs
in the Port of London. A
claim of the Chartered Bank of
India, who had advanced money
on 226 bales of straw braid, and
a claim by the Deutsch-Asiatische
Bank in respect of 135 bags of
ground nutshells, were adjourned
for further evidence. Messrs.
Mitsui and Co., of Tokyo, put in
a claim to 3,600 bags of zinc ore.
Mr. Maurice Hill, K.O., for the
Crown, said that the zinc ore
was shipped by Mitsui and Co.
to Antwerp to order. The
shipping documents were sent
to their Hamburg branch, and
it appeared that Mitsui and Co.,
of Hamburg, as sellers, had a contract
with the Metall-Gesellschaft,
of Frankfurt, as buyers. The
latter firm, under their contract,
were entitled to have the whole
delivery, and counsel submitted
that the property in the ore was
either in them or in Mitsui and
Co., of Hamburg, which being in
enemy territory must be regarded
as an enemy business. Mr. Roche,
K.O., submitted that the Crown's
contention was a little hard. Mitsui
and Co., of Hamburg, could not
carry on business there, as they
were the allies of Great Britain,
and had had to close their premises
and flee the country, and yet it was
suggested that their property could be
seized because it was to be considered
enemy property. Mitsui and Co.,
of Hamburg, were merely consignees
for sale, and as no property would
pass under the contract with the
Metall-Gesellschaft until the goods
arrived at Antwerp, he submitted
they were still the property of Mitsui
and Co., of Tokyo. The learned Pre-
sident said that it was most
advisable where property was
claimed by an ally or neutral that
the fullest possible information
should be given to the Procu-
tor-General. His Lordship
attached no blame to anyone, but
now that the case had been
brought into Court the whole
situation between Mitsui and Co.,
of Tokyo, and Mitsui and Co., of
Hamburg, had been explained.
The 3,600 bags of zinc ore had
never passed to an enemy subject
at all. The constitution of the
Hamburg branch of Mitsui and
Co. had not been fully stated, but
it was clear that they were only
acting for the great house in
Japan in one of its branches of
business. Neither the documents
nor the goods had reached Ham-
burg, and the property remained
in Mitsui and Co., of Japan.
There would be an order that
these goods must be released.

Oysters, Fresh, Fried or Stewed
Pindan Haddock, Kippers &c.,
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong—(Subject to Alteration).

For	Steamship	On
S'PORE & Penang	Chunsang	Sat., 27th Feb. at noon
SANDAKAN	Hinsang	Sat., 27th Feb. at noon
MANILA	Loongsang	Sat., 27th Feb. at 3 p.m.
SHANGHAI	Hangsang	Tues., 2nd Mar. at 10 a.m.
S'PORE, P'ang & C'utta	Laisang	Tues., 2nd Mar. at 3 p.m.
HOIHOW & Haiphong	Kutsang	Wed., 3rd Mar. at 10 a.m.
Y'HAM, Kobe & Moji	Kutsang	Wed., 3rd Mar. at noon
SHANGHAI	Kwongsang	Fri., 5th Mar. at 10 a.m.
S'PORE, P'ang & C'utta	Kwongsang	Fri., 5th Mar. at 3 p.m.
MANILA	Yuensang	Sat., 6th Mar. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chufu, Tientsin, Dally, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lunan, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Carnarvonshire	11th April.
LONDON	Monmouthshire	5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWORKERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

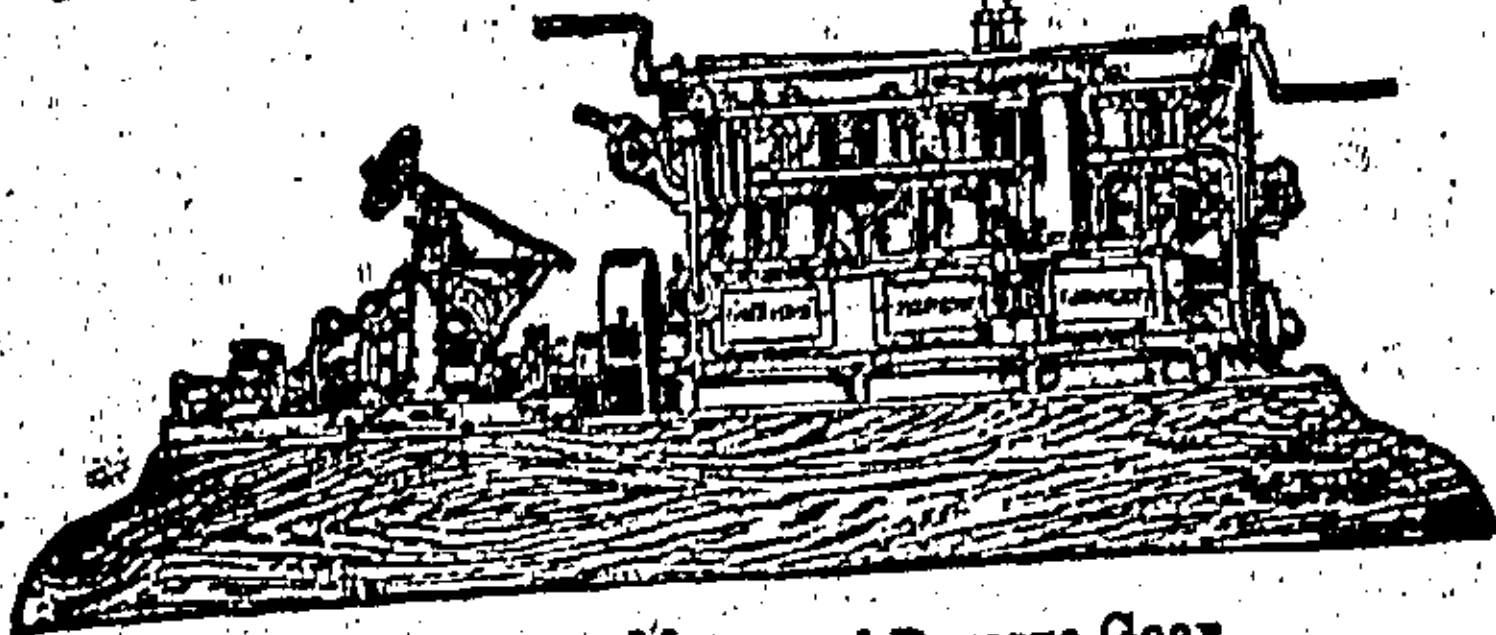
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager 11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To Be Despatched.
Europe, via Singapore etc.	Mishima M.	N. Y. K.	11, Mar.
Marseilles, London & Liverpool	C. of Corinth	B. L. L.	20, Mar.
L'don, S'pore, via P'ang, C'bo, &c.	Namur	P. & O.	31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco and San Pedro	M. S. Dollar	R. D. Co.	1, Mar.
Victoria, B.C., & Seattle etc.	Awa M.	N. Y. K.	1, Mar.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	2, Mar.
Boston & New York via Suez	Indrakuala	J. M. Co.	6, Mar.
Victoria, B.C., & Tacoma, etc.	Mexico M.	O. S. K.	9, Mar.
Mexican, Peruvian and Chile	Aryo M.	T. K. K.	16, Mar.
Ports via Japan	Chiyo M.	T. K. K.	23, Mar.
San Francisco via Shanghai etc.	Nippon M.	T. K. K.	27, Apr.
San F'co via M'la & Japan &c.	Minnesota	N. Y. K.	27, Mar.
Seattle via Nagasaki etc.			

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	12, Mar.
Australian Ports via Manila	Tango M.	N. Y. K.	16, Mar.

SINGAPORE, COAST PORTS AND JAPAN.

Singapore & Penang	Chunsang	J. M. Co.	27, Feb.
Shanghai, Moji, Kobe and Yokohama	Namur	P. & O.	28, Feb.
Haiphong	Taksang	J. M. Co.	28, Feb.
Singapore, Mauritius & South			
African Ports			
Shanghai	Salamis	B. L. L.	End Feb.
Tientsin	Sardinia	P. & O.	1, Mar.
Manila, Cebu and Iloilo	Hutchow	B. & S.	2, Mar.
Yokohama, Kobe and Moji	Teau	B. & S.	2, Mar.
Apping and Takao via Swatow	Kutsang	J. M. Co.	3, Mar.
Singapore, Penang & Calcutta	Sosho Maru	O. S. K.	3, Mar.
Bombay via S'pore, etc.	Kumsang	J. M. Co.	5, Mar.
Shanghai, Kobe & Yokohama	Saigon M.	N. Y. K.	6, Mar.
Shanghai & Kobe	Atsuta M.	N. Y. K.	7, Mar.
Manila, Cebu and Iloilo	Sanuki M.	N. Y. K.	9, Mar.
Nagasaki, Kobe and Yokohama	Chinhua	N. Y. K.	15, Mar.
Moji & Kobe	Nikko M.	D. & Co.	16, Mar.
Shanghai, Y'ham, Kobe and Moji	Banri M.	D. S. Co.	16, Mar.
Shanghai, Y'ham, Kobe & Moji	Umaria	D. S. Co.	22, Mar.
Shanghai	Tijpanas	J.C.J. L.	Q. desp.
Shanghai	Tijtaroom	J.C.J. L.	Q. desp.
Shanghai	Tijkemboang	J.C.J. L.	Q. desp.
Shanghai	Tijmanook	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijikini	J.C.J. L.	Q. desp.
Java	Tijilwong	S. half O.	S. half O.
Japan	Tijibodas	J.C.J. L.	F. half D.

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA PANAMA CANAL.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215, Sub. Ex. 9.

Hongkong, 12th February, 1915.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS
TO
MARSEILLES, LONDON & LIVERPOOL.For Steamer Sails
MARSEILLES & LONDON..... City of Corinth 20th March.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 22nd February, 1915.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The P. M. S. KOREA sailed from Yokohama on Thursday, February 18, via Manila, for Hongkong.
The P. M. S. PERSIA will be despatched from this port on Tuesday, Mar. 2, for San Francisco, via Manila, Nagasaki, Kobe, Yokohama & Honolulu.
The P. M. S. SIBERIA sailed from Yokohama Thursday, February 25, for Hongkong, via Manila. The mails have been transferred, to the Messageries Maritimes Company's CHILL, scheduled to arrive at Hongkong March 6.

ENGLISH MAIL.

The P. & O. S. SARDINIA left Singapore for this Port on the 22nd instant, with the outward English Mails, and is due here on the 23rd instant at about daylight.

MERCHANT STEAMERS.

The T. K. K. S. TENYO MARU will next leave for San Francisco, via usual ports, on Tuesday, 15th April, at noon.
The Barber Line's ST. ROBERT left New York for Hongkong via Suez, Canal on the 2nd January and is due to arrive here about the beginning of March.
The Barber Line's BOULTON CASTLE left Hongkong via Panama Canal left New York on the 23rd January and is therefore due to arrive here about the beginning of April.

The S. S. TOLA sailed from Calcutta on the 20th inst., and may be expected here on or about the 11th March.
The P. & O. S. NAMUR left Singapore for this Port on the morning of the 23rd instant, and is due here on the 1st Mar. at about daylight.
The T. K. K. S. SHINYO MARU will next leave Hongkong for San Francisco, via usual ports, on Tuesday 11th May, at noon.
The T. K. K. S. CHIOY MARU will sail for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and Honolulu on Tuesday, 23rd March, at noon.

VESSELS IN PORT.

Steamers.
Hohoi, Fr. s.s. 742, Ch. Le Chevalier, 22nd inst.—Pakhoi, 21st inst. Gen.—A. R. Marty.
Loongang, Br. s.s. 1092, Leisk, 23rd inst.—Manila, 20th inst. Gen.—J. M. & Co.
Laisang, Br. s.s. 3460, F. Mooney, 23rd inst.—Moji, 19th inst. Gen.—J. M. & Co.
Royal Prince, Br. s.s. 3515, D. Conill, 23rd inst.—Shanghai, 20th inst. Gen.—B. L.
Daigi Maru, Jap. s.s. 242, S. Lokushige, 24th inst.—Swatow, 23rd instant Gen.—O. S. K.
Awa Maru, Jap. s.s. 3412, T. Hori, 24th inst.—Seattle, 26th ult. Gen.—N. Y. K.
Hohoi, Br. s.s. 895, S. Freer, 24th inst.—Hohoi, 23rd inst. Gen.—B. & S.
Toyo Maru, Jap. s.s. 3283, O. Hayakawa, 25th inst.—Dairen, 19th instant, Gen.—M. B. K.
Prometheus, Nor. s.s. H. Jensen, 25th inst.—Bangkok, 16th inst. General—T. & Co.
Haiching, Br. s.s. 1362, A. E. Hodgins, 25th inst.—Sourabaya, 14th Feb. Gen.—D. L. & Co.
Hopsang, Br. s.s. 1359, C. A. Robertson, 25th Feb.—Sourabaya, 14th Feb. Sugar—J. M. & Co.
Kiria Maru, Jap. s.s. 3381, D. Tenda, 25th Feb.—Singapore, 17th Feb. Gen.—N. Y. K.
Haimun, Br. s.s. 641, Stewart, 25th inst.—Swatow, 25th inst. Gen.—D. L. & Co.
Taming, Br. s.s. 1356, G. N. Pennefather, 26th inst.—Manila, 23rd inst. Gen.—B. & S.
Loongang, Br. s.s. 979, R. W. Ritcher, 26th inst.—Haiphong, 23rd inst. Gen.—B. & S.
Standard, Nor. s.s. 894, H. N. Bell, 26th inst.—Bangkok, Rice—T. & Co.

TO SAIL

THE "INDRA" LINE Ltd.

For Boston & New York,
via Suez.

THE Steamship

"INDRAKUALA"
will be despatched as above on
Saturday, 6th March.For Freight, Passage and
Further Particulars, apply to:
JARDINE, MATHESON
& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9

Hongkong, 23rd February, 1915.

TO SAIL

CANADIAN PACIFIC
RAILWAY CO.'S
STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

WILL SAIL FROM HONGKONG FOR
VANCOUVERAccepting Cargo and Passengers for Canada, the United States,
West Indies, London, etc.

Subsequent dates of sailing will be announced later.

Passage Rates—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON,
VIA PANAMA

For Freight etc. apply to

THE BANK LINE LIMITED

General Agents.

Hongkong, 29th January, 1915.

CONSIGNEES

PACIFIC MAIL STEAMSHIP
COMPANY.From SAN FRANCISCO, JAPAN
PORTS AND MANILA.

S.S. "PERSIA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board February 24th, 1915 at noon will be subject to landing charges and if undelivered February 27th, 1915 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown February 27th, 1915 at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before March 8th, 1915, otherwise they will not be recognized.

E. O. MONTON,

Agent.

Hongkong, 22nd February, 1915.

CONSIGNEES

AMERICAN & ORIENTAL
LINE.

FROM NEW YORK.

THE Steamship

"ROYAL PRINCE,"

having arrived Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. from whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd March, will be subject to rent.

All claims against the steamer must be presented to the Under-
signed on or before the 9th March or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd March, at 9.30 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, Ltd.

General Agents.

Hongkong, 23rd February, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkin

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER BILGE AT ORDINARY SPRING TIDES	RISE OVER MEANS
KOWLOON				
No. 1 Dock, Kowloon	700	(16' 10" section)	10'	1' 6"
No. 2 Dock, Kowloon	371	24'	14'	1' 6"
No. 3 Dock, Kowloon	240	24'	14'	1' 6"
Patent Slip, No. 1 Kowloon	240	24'	14'	1' 6"
Patent Slip, No. 2 Kowloon	240	24'	14'	1' 6"
GAIKOKEZUO				
Compassion Dock	240	14'	10'	1' 6"
ABERDEEN				
How Dock	430	14'	14'	1' 6"
Lowest Dock	331	14'	14'	1' 6"

HEAD
OFFICE: KOWLOON.
Telephone No. 1 M.TOWN OFFICE:
QUEEN'S BUILDINGS.
Telephone No. 30, Hongkong.

Please Address Enquiries to the Chief Manager.

R. M. DYER B.Sc. M.I.N. Kowloon Dock Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, SATURDAY, FEBRUARY 27, 1915.

OUR NEW ARMIES.

RUDYARD KIPLING DESCRIBES THE GUNS AND SUPPLIES.

A Visit to a Training Camp.

[Mr. Rudyard Kipling contributes the following article to the Philadelphia Public Ledger:—]

London, Dec. 18.

One had known the place for years as a picturesque old house standing in a peaceful park; had watched the growth of certain young oaks along a new-laid avenue, and applauded the owner's enterprise in turning a stretch of pasture to plough. There are scores of such estates in England which the motorist, through passing so often, comes to look upon almost as his own.

In a single day the bracken turf between the oaks and the iron road fence blossomed into tents, and the drives were all out up with hoofs and wheels. A little later one's car sweeping home of warm autumn nights was stopped by sentries who asked her name and business; for the owner of that retired house and discreetly wooded park had gone elsewhere in haste, and his house and lands were taken over by the military.

Then one met men and horses arguing with each other for miles about that countryside; or the car would be flung on her brakes by artillery issuing from cross lanes—clean batteries jingling off to their work on the downs, and hungry ones coming back to meals. Every day brought the men and the horses and the weights behind them to a better understanding till in a little while the car could pass a quarter of a mile of them without having to hoot more than once.

"Why are you so virtuous?" she asked of a section encountered at a blind and brambly corner. "Why do you obtrude your personality less than an average tax cart?"

"Because," said a driver, his arm flung up to keep the untrimmed hedge from sweeping his cap off—"because those are our blessed orders. We don't do it for love."

No one accuses the gunner of maudlin affection for anything except his beasts and his weapons. He hasn't the time. He serves at least three jealous gods—his horse and all its saddle and harness; his gun, whose least detail of efficiency is more important than men's lives; and, when these have been attended to, the never-ending mystery of his art commands him.

Crazy Mixture in the Rain.

It was a wet, windy day when I visited the so-long-known house and park. Cock pheasants ducked in and out of trim rhododendron clumps; neat gates opened into sacredly preserved vegetable gardens; the many-coloured leaves of specimen trees pressed themselves stickily against sodden tent walls; and there was a mixture of circus smells from the horse lines, and the faint civilised breath of chrysanthemums in the potting sheds. The main drive was being relaid with a foot of flint; the other approaches were churned and pitted under the gun wheels and heavy supply wagons. Great breadths of what had been well-kept turf between unbrowned trees were blanks of slippery brown wetness, dotted with picketed horses and field kitchens. It was all a crazy mixture of stark necessity and manured luxury, cheek by jowl in the indiscriminating rain.

The cockhouses, storerooms, forges and workshops were collections of tilts, poles, rickshaws and odd lumber, beavered together

as on service. The officers' mess was a thin, soaked marquise.

Less than 100 yards away were dozens of vacant, well-furnished rooms in the big brick house of which the staff fortitively occupied one corner. There was accommodation for very many of the men in its stables and out-houses alone, or the whole building might have been gutted and rearranged for barracks twice over in the last three months.

Scattered among the tents were rows of half-built tin sheds, the ready-prepared lumber and the corrugated iron lying beside them, ready to be pieced together like children's toys. But there were no workmen. I was told that they came at morning, but had knocked off because it was wet.

"I see. And where are the batteries?" I demanded.

"Out at work, of course. They've been out since 7."

"How shocking! In this dreadful weather, too."

"They took some bread and cheese with them. They'll be back about dinner time if you care to wait. Here's one of our field kitchens."

Batteries look after their own stomachs, and are not catered for by contractors. The cookhouse was a wagon tilt. The wood, being damp, smoked a good deal. One thought of the wide adequate kitchen ranges and the concrete passages of the service quarters in the big house just behind. One even dared to think tentatively of the perfectly good panelling and the thick hardwood floors that could—

"Service conditions, you see," said my guide as the cook inspected the baked meats and the men inside the wagon tilt grated the carrots and prepared the onions. It was old work to them after all these months—done swiftly with the clean economy of effort that life teaches.

"What are these lads when they're at home?" I inquired.

"Londoners chiefly—all sorts and conditions."

Battery Gets Hungry.

The cook, in his shirt-sleeves, made another investigation and sniffed judiciously. He might have been cooking since the Peninsula. He looked at his watch and across toward the park gates. He was responsible for 100 rations and a battery has the habit of eating all that it thinks of its food.

"How often do the batteries go out?" I continued.

"Bout five days a week. You see, we're being worked up a little."

"And have they got plenty of ground to work over?"

"Oh—yes—"

"What's the difficulty this time? Birds?"

"No. But we got orders the other day not to go over a golf course. That rather knocks the bottom out of tactical schemes."

"Perfect shamelessness, like perfect virtue, is impregnable; and, after all, the lightning of the war, which have brought out so much resolve, passion and self-sacrifice, must show up equally certain souls and institutions that are irredeemable."

The weather took off a little before noon. The carpenters could have put in a good half day's work on the sheds, and even if they had been rained-upon they had roofs with fires awaiting their return. The batteries had none of these things.

They came in at last, far down the park, heralded by that un-

mistakable half-grumble, half-grunt, of guns on the move. The picketed horses heard it first and one of them neighed long and loud, which proved that he had abandoned civilian habits. Horses fastidious and mewseldom more than snicker, even when they are halves of separated pairs. But these gentlemen had a corporate life of their own now, and knew what "pulling together" meant.

Battery "Parks" in Silence.

When a battery comes into camp, it "parks" all six guns at the appointed place, side by side in one mathematically straight line, and the accuracy of the alignment is like ceremonial drill with the Foot, a fair test of its attainments. The ground was no treat for parking. Specimen trees and draining ditches had to be avoided and circumvented. The gunners, their reins, the guns, the ground were equally wet, and the slob dropped away like gravel from the brake shoes. And they were Londoners—clerks, mechanics, shop assistants and delivery men—anything and what you please. But they were all home and at home in their saddles and seats. They said nothing; their officers said little enough to them.

They came in across what once had been turf, wheeled with tight traces; halted; unhooked, the wise teams stamped off to their pickets, and behold, the six guns were left precisely where they should have been left, to the fraction of an inch. You could see the wind blowing the last few drops of wet from each leather muzzle cover at exactly the same angle. It was all old known evolutions, taken unconsciously in the course of the day's work.

"Our men have one advantage," said a voice. "As Territorials they were introduced to amide horses once a year at training. So they've never been accustomed to made horses."

"And what do the horses say about it all?" I asked, remembering what I had seen on the road in the early days.

"They said a good deal at first, but our chaps could make allowances for 'em. They know now." Allah never intended, the gunners to talk. His own arm does that for him. The batteries off-saddled in silence, though one noticed on all sides little quiet caresses between man and beast—affectionate nuzzlings and nose-slappings. Surely the gunner's relation to his horse is more intimate even than the cavalryman's; for a lost horse only turns cavalry into infantry, but trouble in a gun-team may mean death all round. And this is a Gunner's war. The young, wet officers said so, joyously, as they passed to and fro, picking up scandal about breast-straps and breechings; examining the collars of ammunition-wagon teams, and listening to remarks about shoes.

Local blacksmiths, assisted by the battery itself, do the shoeing. There are master-smiths and important farriers, who have cheerfully thrown up good wages to help the game; and their horses reward them by keeping fit. A fair proportion of the horses are aged—there was never a Gunner yet satisfied with his team or its retainers till he had left the battery—but they do their work as steadfastly and wholeheartedly as the men.

I am persuaded they also like being in society and working out their daily problems of draught and direction. The English, too, and Londoners particularly, are the kindest and most reasonable of folk with animals. If it were not our business strictly to undertake ourselves for the next few years, one would say that the Territorials' batteries had already done wonders, but perhaps it is better to let it all go with the grudging admission wrung out of a wringing wet bombardier: "Well, it isn't so dam bad, considerin'."

Missed Howitzers.

I left them taking their dinner in mess-tins to their tents, with a strenuous afternoon's cleaning-up ahead of them, and a detail under orders to take over some more horses from the railway stations. The big park held already nearly three thousand men. I had seen no more than a few hundreds, and missed the howitzer batteries after all.

A cock-pheasant chaperoned me down the drive, complaining loudly that where he was used to walk with his ladies under the beech trees, some unspurring people had built a miniature landscape, with tiny villages, churches and factories, and came there daily to point cannon at it.

"Keep away from that place," said I, "or you will find yourself in a field kitchen."

"Not me!" he crowed. "I'm as scared as golf-courses!"

There was a little town a couple of miles down the road where one used to lunch in the old days and have the hotel to oneself. Now there are six ever-changing officers in billets there, and the astonished houses quiver all day to traction engines and high-piled lorries. A unit of the Army Service Corps and some Mechanical Transport lived near the station.

"Are they easy to find?" I asked of a wandering private with the hands of a sweep and the head of a Christian among the lions.

"Well, the A. S. C. are in the Territorial Drill Hall for one thing; and for another you're likely to be US! There's some motors come in from Bulford." He snorted and passed on, smelling of petrol.

The drill-shed was peace and comfort. The A.S.C. were getting ready for pay-day and for a concert that evening. Outside, in the wind and the occasional rain-spurts life was different. The Bulford motors and some other creaks sat on a side road between what had been the local garage and a newly erected work-shop of creaking scaffold-poles and bellying, slatted rick-cloths, where a forge glowed and general repairs were being effected. Beneath the motors men lay on their backs and called their friends to pass them spanners, or for pity's sake to shove another sack under their mud-plastered heads.

Voices in Gear-Boxes.

A corporal who had been nine years a fitter and seven in a city garage briefly outlined the more violent diseases that develop in Government rolling-stock (I heard quite a lot about Bulford). Hollow voices from beneath viscerated gear-boxes confirmed him. We withdrew to the shelter of the rick-cloth workshop—be a corporal, the sergeant who had been a carpenter with a business of his own and, incidentally, had served through the Boer War; another sergeant who was a member of the Master-Builders' Association, and a private who had also been a fitter, chauffeur and a few other things. The sergeant, who kept a poultry farm in Surrey, had some duty elsewhere. A man at a carpenter's bench was finishing a spoke for a newly painted cart. He squinted along it.

"That's funny," said the master-builder. "Of course, in his own business he'd chuck his job sooner than do woodwork. But it's all funny."

"What I grudge," a sergeant struck in, "is havin' to put two and three guinea a week men to loading and unloading beef. That's where a modified conscription for the men that want's roll up'd be useful to us! We want hewers of wood, we do!"

"I want that file." This was a private in a hurry, come from beneath an unspeakable Bulford. Some one asked him musically if he would tell his wife in the morning who he was with to-night.

"You'll find it in the tool-room," said the sergeant. "It was his own tool-chest and a beauty, which he had contributed to the common stock."

"And what sort of men have you got in the unit?" I asked.

"Every sort you can think of. There isn't a thing you couldn't have made here if you wanted to. But"—the corporal who had been a fitter spoke with fervour—"you can't expect us to make big-ends, can you? That five-ton Bulford [military motor truck] out in the wet—"

"And she isn't the worst," said the master-builder. "But it's all part of the job. And so funny, when you come to think of it. Me painting oaks, and certificated plumbers loading beet!"

"What about the discipline?" I asked.

The corporal turned a fitter's eye on me. "The mechanism is the discipline," he said with most profound truth. "Jockeyin' a sick cart on the road is discipline, too. What about the discipline?" He turned to the sergeant with the carpenter's chest. There was one sergeant of regulars, with twenty years' service behind him, and a knowledge of human nature.

"You ought to know. You've just been made corporal," said that sergeant of regulars.

"Well, there's so much which everybody knows has got to be done—that—why, we all turn in and do it," quoth the corporal.

"Yes, that's just about how the case stands," said the sergeant of regulars. "Come and see our stores."

They were beautifully arranged in a shed which felt like a monastery after the windy, clashing world without; and the young private who acted as checker—

he came from some railway office—had the thin, keen face of the cleric.

"We're in billets in the town," said the sergeant who had been a carpenter. "But I'm a married man. I shouldn't care to have men billeted on us, an' I don't want to inconvenience other people. So I've knocked up a bunk for myself on the premises. It's handier to the stores."

Warning Not Needed.

We entered what had been the local garage. The Mechanical Transport were in full possession, tinkering the gizzards of more cars. We discussed chewed-up gears (samples at hand) and the civil population's views of the military. The corporal told a tale of a clergyman in a midland town, who, only a year ago, on the occasion of some manoeuvres, preached a sermon warning his flock to guard their womenfolk against the soldiers.

"And when you think—when you know—" said the Corporal, "what life in those little towns really is!" He whistled. "Now come and see us paid in the drill-shed."

The first man I ran across there was a sergeant who had served in the M. L. in the picnic we used to call a war. He had been a private chauffeur for some years—long enough to catch the professional look—but was joyously reverting to Service type again.

The men lined up, were called out, saluted emphatically at the pay-table, and fell back with their emoluments. They smiled at each other.

"An' it's all so funny," murmured the master-builder in my ear. "About a quarter—no less than a quarter—of what one 'ud be making on one's own!"

"Two-ten a week, and all found, I was. An' only two cars to look after," said a voice behind. "An' if I'd been asked—only asked—to lie down in the mud all the afternoon—"

The speaker looked at his soldier's wage of £2-10 a week and half-handful of silver. Some one wanted to know *solto voce* if "that was union rates," and the grin spread among the uniformed experts.

"Thank heaven!" said one of them at last. "It's too dark to work on those blessed motor-

GERMANY'S STATE FOOD.

Grain Cargo that May not Now be Delivered.

New York, January 26.

The order of the German Government in regard to the control of all the maize, wheat, and flour supplies in Germany is regarded by the officials at Washington as likely to deprive the owners of the American steamer *Wilhelmina*, which has cleared for Hamburg with a cargo of food consigned to an American citizen in Germany, of the right they claim to land the food supplies at Rotterdam.

The basis of their claim was the declaration that the grain was not intended for the German Government, but for non-combatants, and was therefore exempt from seizure under the Hague Convention. Suspicion is expressed in the New York papers that the *Wilhelmina* is being backed by German financial interests in her voyage across the Atlantic.

Mr. W. T. Brooks, of St. Louis, who has sailed by the steamer *Potsdam* for Rotterdam, has, however, expressed his confidence that the *Wilhelmina* will be permitted to go to Hamburg without molestation, and he has announced his intention of going to that port to meet her.

Washington, January 26.

The German Ambassador has notified the State Department that his Government has given an official assurance that no foodstuffs shipped from the United States to Germany will be seized for military or other use.

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

Alex. M. Darwin.
Confrey 97 Connaught Road, Perth.

Fernandes Aberdeen Road No. 7 Top Floor, Macao.
Henry Victoria Theatre, Shanghai.

Kwang Hing Lung, Nogalesaz, Levered (?), Liverpool.
Liechonglong, Bindjel.
Manwild, New York.
Reivax, Taipei.
Sarifa 12 Bridges St. Second Floor, Macao.

Senghean, Rangoon.
Silva Francisco Hongkong Hotel, Macao.

W. B. ELWES, Superintendent,
Hongkong, Feb. 25th, 1915.

Great Northern Telegraph Company, Ltd.

Kowmoon Tonghoo No. 9 Yingkiat Street, Amoy.
Kwongchonghang, Shanghai.
Shelliangmoh Yienchuntong Canton St., Shanghai.

Yeehing, Moji.
Neestachun, Shanghai.
Fukuimaru, Kobe.

Cheongwo Woshui, Yokohama.
Gretchaninoff, Petrograd.

R. BLACK, Superintendent,
Hongkong, Feb. 25th, 1915.

trucks any more to-day. We'll get ready for the concert."

But it was not too dark half an hour later for my car to meet a big lorry storming back in the wind and wet from the Northern camps. She gave me London allowances—half one inch between hub and hub—swung her corner like a Brooklands belle, changed gear for the uphill with a sweet click and charged away. For aught I knew, she was driven by an "anx" two-and-ten-a-week-and-all-found; or, who next month might be dodging shells with her and thinking it all so funny.

Horse, Foot, even the guns may sometimes get a little rest, but so long as men eat, twice a day there is no rest for the A. S. O. They carry the campaign on their ever-enduring backs.

THE INCURABLES.

No Pro-German Peace Talk Wanted.

Mr. Cecil Chesterton in his book, "The Prussian Hath Said in His Heart," says some plain words about the danger that is always with us in the shape of incurable Pacifists ready at the first chance to try to patch up a pro-German peace. He reminds us, says Mr. Blatchford, writing in the *Weekly Dispatch*, of the sinister circular issued almost at the beginning of the war and bearing the signature of Mr. J. R. MacDonald, Mr. Norman Angell, Mr. E. D. Morel, and Mr. Charles Trevelyan, the object of the circular being "to aim at securing such terms that this war will not, either through the humiliation of the defeated nation or an artificial arrangement of frontiers, merely become the starting point for new national antagonisms and future wars."

The circular stated that "when the time is ripe for it, but not before the country is secure from danger, meetings will be organised and speakers provided." I can see those meetings now and hear those speakers. They will begin to bleat about peace directly Germany meets with serious reverses; and they will call upon the constellations to come down from the heavens and prevent the British and the Belgians and the Russians and the French from being rude to the poor dear Germans who burnt Louvain, bombed Scarborough, and have just murdered a lot of women and children by dropping bombs on Dunkirk.

These peculiar persons who always display such solicitude for the enemies of their country must be set upon promptly. The only acceptable basis of peace is the absolute destruction of the Prussian power. Fortunately this is generally and thoroughly understood by the people of British and the allied countries, but it is wise to keep an open eye upon good-for-evil gentlemen not only in our own, but also in neutral countries.

I see there is to be a conference this month, at which the Socialists of Denmark, Holland Norway and Sweden will talk about the war, and Dr. P. J. Troelstra, of Holland, says that the conference will be asked to "insist" that the Governments of Holland, Denmark, Sweden, and Norway "should hold themselves in readiness to intervene in favour of peace when a favourable moment arrives." The neutral countries, the doctor says, are the proper persons to prepare the way for peace. And, when asked for his own ideas as to peace terms, the doctor said: "No annexation of territory; international 'compulsory' disarmament; and the opening of all colonies to all countries." That is the kind of drive we are going to have served out to us directly "a favourable moment arrives." These neutrals intend to be generous if they give away the last shilling the other chaps have got.

I'm afraid if they don't keep their impertinent noses out of their neighbour's business they will have some exceedingly rude descriptions of their conduct offered to them. As I am myself always polite, I will simply observe that the real business of neutral countries is to remain neutral. Mild and benevolent proachers of peace and brotherly love who got into the European ring during the last rounds of this heavy-weight contest may experience a subsequent difficulty in discovering the exact locality of their features. When the time comes to draft peace terms the Allies will attend to that business. If the neutrals get nothing they may think themselves uncommonly lucky. —Robert Blatchford in the *Weekly Dispatch*.

PUBLIC AUCTION.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

PRELIMINARY NOTICE.

THE Undersigned has received instructions from the well-known dealer, Lah Ven Kee (Shanghai), to sell by Public Auction on

MONDAY & TUESDAY,
the 8th & 9th March, 1915, commencing each day at 2.30 p.m. at his Sales Rooms,

Duddell Street,
A Large and Valuable Collection of Antique China and Curios.

Full particulars will appear later.
GEO. P. LAMMERT,
Auctioneer.

NOTICES

KOWLOON CANTON RAILWAY.

(British Section).

NOTICE.

The Public is hereby notified that on and from Saturday, February 27th and until further notice on Saturdays, Sundays & Public Holidays only the trains timed to leave Kowloon at 2 p.m. and Shum Chun at 4.30 p.m. are cancelled. In place of the above trains, a train will leave Kowloon at 1.35 p.m. (last ferry 1.25 p.m.) and Shum Chun at 5.20 p.m., timing as under:

Kowloon	dep. 1.35 p.m.
Taipo	" 2.11 "
Sheung Shui	" 2.29 "
Shum Chun	arr. 2.34 "
Shum Chun	dep. 5.20 "
Sheung Shui	" 5.27 "
Taipo	" 5.47 "
Kowloon	arr. 6.18 "

By order,

H. P. WINSLOW,
Manager.
Kowloon, 23rd February, 1915.

HONGKONG & SHANGHAI BANKING CORPORATION.

The Dividend Declared for the Half Year ending 31st December, 1914, at the rate of Two Pounds three shillings Sterling together with a Bonus of Five shillings Sterling per share of £125/- is payable on and after Monday, the 22nd day of February, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.
N. J. STABB,
Chief Manager.
Hongkong, 20th February, 1915.

DIOCESAN GIRLS' SCHOOL KOWLOON.

School Work will recommence on Tuesday, March 2, at 9 a.m. Boarders return on Monday afternoon, March 1.

THEATRE ROYAL.

Messrs. CONSULEZ BROS.

Present

THE

ITALIAN GRAND OPERA COY.

SPECIAL MATINEE.
Saturday, 27th February,
at 3 p.m.

"RIGOLETTO."

Price £2.00.

Saturday, 27th February,
Positively Last Performance

"GIOCONDA."

PRICES AS USUAL

9 P.M. SHARP

Cash Book ng ONLY at
MOUTRIE'S.

Don't forget after the Show
Supper, and Light Refreshments
at EXAM'DRA CAFE.
(over the hill, delight)

ENTERTAINMENTS.

THEATRE ROYAL.

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G.

FOR A SHORT SEASON ONLY!

COMMENCING MONDAY, 1st MARCH.

HENRY DALLAS

PRESENTS

R. B. SALISBURY'S COMPANY

THE QUANTS

IN

PIERROT LAND.

Direct from WYNDHAM'S THEATRE, LONDON. Written and
produced by R. F. SALISBURY.

Music by DICK HEWLETT and GEORGE BUCHANAN.
Plan now open at MOUTRIE'S

Prices: \$3.00, \$2.00 & \$1.00

Doors open 8.30 p.m.

Commence at 9.15 p.m. SHARP.

THEATRE ROYAL,
HONGKONG.

SATURDAY, APRIL 3rd,
AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and
Commodore Anstruther, C.M.G.

Special programme by well-known local artistes, concluding with an
amusing Sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.
BAND OF 25th PUNJABIS

By kind permission of Lt.-Col. Moberly, and Officers.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

TUESDAY, 2nd March.

COME! COME!! COME!!!

and see

PATHE'S

Great Exclusive Coloured Picture

in 3 parts.

"A CRIME FOR LOVE"

The Most Magnificent Picture Ever Screened.

The Great Comic Film.

"WIFFLES WEDS A SUFFRACETTE"

Look out for MAX LINDER in "Too Much Mother-in-Law"

a 2 part Comic Picture.

BIJOU SCENIC THEATRE.

Commencing Wednesday, 24th Feb.

"A CIRCUS HEROINE"

in 5 Parts—Length 5,000 Feet.

A magnificent & powerful drama,

showing some sensational acting.

Also

WAR PICTURE—10th SERIES.

in 2 Parts—Length 3,000 Feet.

FRENCH LESSONS

C. MOUSSON

15, Morrison Hill Road

OFFICIAL MARKET PRICES

Hongkong, February 10, 1915.

BUTCHER MEAT.

Best Sirloin & Prime Cut, — Mei Lung Pa	lb. 19
Corned, — Ham Ngau Yuk	" 19
Roast, — Shiu	" 19
Breast, — Ngau Lam	" 17
Soup, — Tong Yuk	" 15
Steak, — Ngau Yuk Pa	" 20
do., — Sirloin, — Ngau Lau	" 30
Sausages, — Ngau Oheung	" 24
Bullock's Brains, — No	per set 10
Tongue, fresh, — Ngau Li	each 50
corned, — Ham Ngau Li	" 60
Head, — Ngau Tau	" 1.00
Heart, — Ngau Sum	lb. 14
Hump, Salt, — Ngau Kin	" 20
Feet, — Ngau Keuk	each 11
Kidneys, — Ngau Yin	" 11
Tail, — Ngau Mei	" 18
Liver, — Ngau Kon	lb. 13
Tripe (undressed), — Ngau To	" 6
Calves' Head & Feet, — Ngau-tai-tau-keuk	set \$1.00
Mutton Chop, — Young Pai Kwat	lb. 25
Leg, — Young Pai	" 25
Shoulder, — Young Shau	" 24
Saddle, —	" 27
Pigs Chidlings, — Chu Chong	" 27
Brains, — Chu No	per set 24
Feet, — Chu Keuk	lb. 13
Fry, — Chu Chap	" 15
Head, — Chu Tau	" 16
Heart, — Chu Sam	each 11
Kidney, — Chu Yin	" 18
Liver, — Chu Kon	lb. 28
Pork, Chop, — Chu Pai Kwat	" 24
Corned, — Ham Chu Yuk	" 28
Leg, — Chu Pai	" 28
Fat or Lard, — Chu Yau	" 20
Sheep's Head and Feet, — Young Tau Keuk	set 60
Heart, — Young Sam	each 8
Kidneys, — Young Yin	" 12
Liver, — Young Kon	lb. 26
Sucking Pigs, to order, — Chu Tai	" 22
Suet, Beef, — Shang Ngau Yau	" 20
Mutton, — Shang Young Yau	" 26
Veal, — Ngau Tai Yuk	" 19
Sausages, — Ngau Tai Cheung	" 20
Lard, — Chu Yau	" 20

POULTRY.

Chicken, — Kai Tsai	lb. 30
Capon, Large, Small, — Sin Kai	" 30
Ducks, — Ap	" 20
Doves, — Fan Kau	" 18
Eggs, Hen, — Kai Tan (cooking)	per doz 20
Fowls, Canton, — Kai	lb. 34
Hainan, — Hoi Nam Kai	" 30
Geese, — Ngo	" 24
Pigeons, Canton, — Pak Kap	each 28
Hoihow, — Hoi How Pak Kap,	" 25
Snipe, — Sha Tsai	each 20
Turkeys, Cook, — Fo Kai Kung	lb. 60
Hen, " " Na	" 45

FISH.

Barbel, — Ka Yu	lb. 18
Bream, — Pin Yu	" 18
Canton Fresh Water Fish, — Hoi Sin Yu	" 15
Carp, — Li Yu	" 20
Catfish, — Chik Yu	" 12
Codfish, — Man Yu	" 14
Crabs, — Hai	" 26
Cuttle Fish, — Muk Yu	" 16
Dab, — Sha Mang Yu	" 12
Dace, — Wong Mei Lap	" 13
Dog Fish, — Tai To Sha	" 10
Eels, Conger, — Hoi Man	" 13
Fresh water, — Tam Sui Yu	" 18
Eels, Yellow, — Wong Sin	" 32
Frogs, — Tin Kai	" 33
Garoupe, — Shek Pan	" 40
Gudgeon, — Pak Kap Yu	" 16
Herrings, — Tao Pak	" 20
Halibut, — Oheung Kwan Kap	" 20
Labrus, — Wong Ka Yu	" 18
Loach, — Wu Yu	" 26
Lobsters, — Lung Ha	" 28
Mackerel, — Chi Yu	" 20
Monk Fish, — Mong Yu	" 32
Mullet, — Chai Yu	" 16
Oysters, — Shang Ho	" 22
Parrot Fish, — Kai Kung Yu	" 12
Perch, — Tau Lo	" 18
Pike, — Fa Pan Fong	" 16
Plaice, — Pan Yu	" 15
Pomfret, Black, — Hak Ohong	" 26
Pomfret, White, — Pak Ohong	" 28
Prawns, — Ming Ha	" 38
Ray, — Fai Pa Sha	" 10
Rock Fish, — Shek Kau Kung	" 15
Roach, — Chun Yu	" 12
Salmon, — Ma Yau	" 30
Shark, — Sha Yu	" 7
Skate, — Po Yu	" 8
Shrimps, — Ha	" 25
Snapper, — Lap Yu	" 28
Soles, — Tai Sha Yu	" 26
Tench, — Wan Yu	" 16
Turbot, — Cho How Yu	" 18
Turtles, small, fresh water, — Keuk Yu	" 60

FRUITS.

Almonds, — Bang Yan	lb. 35
Apples (California), — Kam Shan Ping Kho	" 18
(Chefoo), — Tie Chun Ping Kho	" 18
Small, — Hoi Tong	" 18
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb. 18
(brides), Macao, — San Heung Chiu	" 18
Chestnuts, Chinese, — Young Lat	" 18

肉食

Caramels, — Young To	each 12
Coconuts, — Ye Tse	each 30
Grapes, — Po Tai Tse	lb. 30
Lemons, China, — Ling Mung	" 8
America, — Kam Shan Ling Mung	" 10
Lichees Dried, — Lai Chi, small Stone	lb. 28
Fresh, —	" 10
Oranges, (Canton), — Shan-shang Tim Ohing	" 5
Sweet, —	" 8
Pears, (American), — K'm San Shoot Lay	" 10
(Canton), Cook, — Sha Li	" 10
Peanuts, — Fa Shang	" 10
Persimmons Large, — Hung Tse	" 10
Pine-apples, 1st quality, — Pun Ti Po Lo	each 14
2nd, — Chung-tang Po Lo	" 14
Plantain, — Tai Chiu	" 14
Plums, — Swatow, Hung Lai	" 14
Pumelo, Siam, — Chiu Lo Yau	each 14
Shanghai, — Lo Kwai	" 14
Walnuts, — Hop To	lb. 15
Green, — Sang Hop Tuo	" 15
Water Melon, — (Am), Kom San Sai Kwa	each 15

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb. 8
Chenks, —	" 8
Beans, (French), Macao, — Oh Moon Pin Tau	" 8
(French) Shanghai, — Sheung Hai Pin	" 8
Sprout, — Ah Chai	" 8
Long, — Tau Kok	" 10
Beet Root, — Hung Chai Tau	each 6
Bitter Squash, — Fa Kwa	" 8
Brinjals, Green, — Ching Yau Kwa	" 6
Red, — Hung Ke	" 8
Cabbage, Chinese, (common), — Ka Tsai	lb. 16
Cabbage, Shanghai, — Ye Tsai	" 14
Cane Shoots, bunch, — Kau Shun	" 8
Carrots, — Kam Shan	lb. 6
Celery, Chinese, — Tong Kan Tsai	" 8
Chillies Dried, — Kon Lap Chiu	" 25
Red, — Hung Fa Chiu	" 10
Green, — Ching Lap Chiu	" 8
Curry Stuff, English, — Ka Li Chiu Liu	" 10
Cucumbers, — Ching Kwa	each 2
Garlic, — Fan Tau	lb. 8
Ginger, young, — Sun Tse Keung	" 6
old, — Lo Keung	" 9
Horse Radish, Shanghai, — Lik Kan	" 12
Indian Corn, — Suk Mai	each 1
Lettuce, — Young Shang Tsai	" 1
Water Chestnuts, — Ma Tai	lb. 6
Mandarin, — Kwai Lam Ma Tai	" 8
Mushrooms, Fresh, — Shang Cho Ko	" 35
Musk Melon, Amer., — Kam-san Hong Kwa	each 1
Onions, —	" 1
Onions Bombay, — Young Chong Tau	" 8
Green, — Shang Chong	" 6
Shanghai, — Sheung-hoi Chong Tau	" 7
Parley, — Kun Tsai	lb. 8
Green Peas, — Ching Tau	lb. 1
Potatoes, Sweet, — Fan Shu	" 3
Shanghai, — Sheung-hoi Shu Tsai	" 3
Japan, — Yut Pun Shu Tsai	" 3
American, — Fa Ki Shu Tsai	" 3
Foochow, — Foo-chow Shu Tsai	" 3
Pumpkin, — Tong Kwa	" 3
Radish, — Hung Lo Pak Tsai	" 5
Rhubarb (Fresh), — Tai Wong	" 1
Sage, — Tse So	" 8
Shallots, — Kon Chung Tau	" 8
Spinach, — Yin Tsai	" 5
Tomatoes, — Fan Ke	" 6
Taro, — Wu Tau	" 6
Turnips, Punt, (Long), — Lo Pak	" 4
English, — Young Lo Pak	" 4
Vegetable Marrow, — Chit Kwa	" 4
(American), — Ka Tsai Chit Kwa	" 4
Water Cress, — Sai Young Tsai	" 12
Lily root, — Lin Ngau	" 6
Yams, — Ta Shu	" 6
English, — Young Kan Chai	" 6
Tau	" 6

海鮮

Shallots, — Kon Chung Tau	" 8
Spinach, — Yin Tsai	" 5
Tomatoes, — Fan Ke	" 6
Taro, — Wu Tau	" 6
Turnips, Punt, (Long), — Lo Pak	" 4
English, — Young Lo Pak	" 4
Vegetable Marrow, — Chit Kwa	" 4
(American), — Ka Tsai Chit Kwa	" 4
Water Cress, — Sai Young Tsai	" 12
Lily root, — Lin Ngau	" 6
Yams, — Ta Shu	" 6
English, — Young Kan Chai	" 6
Tau	" 6

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 30th ult. The Proclamation also contained the following schedule of maximum retail prices:

1. Flour:—	
(a) Highest Grade, per bag of 50 lbs.,	\$4.50
per lb.,	" 10
(b) Second Grade, per bag of 50 lbs.,	4.00
per lb.,	" 08
(c) Third Grade, per bag of 50 lbs.,	3.50
per lb.,	" 07
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin,	30
(b) Unsweetened Condensed Milk, per 1 lb. tin,	25
(c) Sterilized Milk, per tin, (18 oz.),	25
(d) Sterilized Milk, per 1 litre tin,	35
(e) Eagle Brand, per 1 lb. tin,	33
(f) Skimmed Milk, per 1 lb. tin,	20
3. Sugar:—	
Cube, (in 6 lb. tins), per tin,	1.15
Refined, Crystallized, per lb.,	12
Granulated, per lb.,	12
Soft, No. 1 quality, per lb.,	12
No. 2, " " "	11
Cooking Salt, 2 cents per lb.	

4. Frozen Meat:—

The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]

5. Market Produce:—(See above)

6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 26th July, 1914.

Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$1 in value (excepting the articles enumerated in clause 5 in Proclamation No. 48 of the 30th October, 1914, and in the above Schedule) shall if made in subsidiary coin be subject to an additional charge of 15 per cent.

菓子

Almonds, — Bang Yan	lb. 35
Apples (California), — Kam Shan Ping Kho	" 18
(Chefoo), — Tie Chun Ping Kho	" 18
Small, — Hoi Tong	" 18
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb. 18
(brides), Macao, — San Heung Chiu	" 18
Chestnuts, Chinese, — Young Lat	" 18

DAIRY FARM NEWS.



PURE MILK.

FOOD FOR CHILDREN AND INVALIDS.

PURE MILK PRODUCED UNDER HYGIENIC CONDITIONS

FROM

WELL FED,

CLEANLY STALLED,

HEALTHY DAIRY CATTLE.

EXPERT EUROPEAN SUPERVISION.

EXCELLENCE.

PURITY.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$800 b. £71	12,000	\$125	all	855 July	700 Oct.	810	800	22 3/4 & 5/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14
Marine Insurances.									
Canton Insurance Office, Ltd.	355 b.	10,000	\$50	50	350 Dec.	305 Oct.	355	350	Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	160 b.	10,000	£15	5	145 May	133 Jan.	160	160	Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	\$830 sa. & b.	2,400	\$250	100	847 1/2 April	700 Oct.	\$830	\$825	Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	\$225 b.	12,000	\$100	60	20 April	192 1/2 Jan.	225	225	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$150 s.	25,000	\$100	20	160 Ju'y	140 Oct.	150	150	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$395 b.	8,000	\$250	50	395 Feb.	368 April	395	395	\$27 for 1912
Shipping.									
China & Manila S.S. Co., Ltd.	\$64 s.	30,000	\$25	all	10 Jan.	5 1/2 Dec.	6 1/2	6	\$1 for 1906
Douglas Steamship Co., Ltd.	\$29 s.	30,000	\$50	all	36 Mar.	27 1/2 Nov.	29	29	\$3 for year ending 30/6/14
Hongkong, C. & M.S.S. Co., Ltd.	\$24 s.	80,000	\$15	all	29 1/4 Jan.	22 Dec.	24	23	Final of 40 cts. making 90 cts. for year ending 31/12/14
Indo-China Steam Navigation Co., Ltd.	\$75 sa. b.	60,000	£5	all	79 Jan.	50 Sept.	75	66	Final of 3/4 making 6 1/2 on preferred shares & 5% on deferred shares for year 1913
Shell Transport & Trading Co., Ltd.	\$87/6 s.	3,797,610	£1	all	106 1/2 Feb.	70 1/2 Sept.	87/6	85 1/2	Interim of 1/4 a/c 1914 C.No. 23
Star Ferry Company, Ltd.	\$37 s.	40,000	\$10	all	49 Mar.	40 Nov.	37	37	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.									
China Sugar Refining Co., Ltd.	\$109 b.	20,000	\$100	all	96 1/2 Feb.	70 Nov.	109	108	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$19 b.	7,000	\$100	all	31 Jan.	17 Dec.	19	19	\$3 for 1897
Mining.									
Keilan Mining Admin'n.	32/- s.	1,000,000	£1	all	4 1/2 Feb.	33/6 Dec.	32/-	32/-	Final of 5% Coupon No. 4. making 10% for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	\$3 1/2 s.	200,000	£1	all	3 1/2 Jan.	1 9/10 Nov.	3 1/2	3 1/2	1/2 for 1909
Tromps Mines Ltd.	\$25/6 s.	160,000	£1	all	39/- Feb.	19/6 Nov.	25/6	25/6	1/- mak. 7/6 a/c. 1913
Docks, Wharves and Godowns &c.									
Hongkong & K.W. & G. Co., Ltd.	\$69 b.	60,000	\$50	all	89 Jan.	73 Nov.	69	69	\$3.50 for year 1913
H'kong & W'poo D Co., Ltd.	\$57 s.	50,000	\$50	all	77 Jan.	53 Oct.	57	57	\$3 dividend for year 1913
S'hai Dock & Eng. Co., Ltd.	\$52 s.	55,700	£100	all	60 July	50 Dec.	52	51	Tls. 5 for 1913
S'hai & H'kew W. Co., Ltd.	\$92 1/2 b.	66,000	£100	all	109 Jan.	82 1/2 Dec.	92 1/2	91	Interim of Tls 3 for 1913
Lands, Hotels and Buildings.									
Anglo French Lands	\$194 b.	25,000	£100	£100	—	—	94	94	Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd.	\$124 b.	12,000	\$50	50	128 July	120 Dec.	124	124	\$3.50 for half year ending 30/6/14
H'kong Land Investment Co.	\$110 b.	50,000	\$100	all	117 1/2 July	98 Nov.	110	110	\$3 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	\$63 b.	150,000	\$10	all	9 1/4 Jan.	7 Nov.	6 1/2	6 1/2	45 cents for year 1914
K'loon Land & Building Co., Ltd.	\$41 b.	60,000	\$50	30	45 1/2 Jan.	44 Feb.	41	41	\$3 for 1914
Shanghai Lands	\$101 b.	78,000	£50	all	98 Dec.	89 Oct.	101	101	Interim of 5 p.c. for year end'g 30.6.13
West Point Building Co., Ltd.	\$68 1/2 b.	12,000	\$50	all	73 June	66 Feb.	68 1/2	68 1/2	\$2.25 for half year ending 31.12.14
H'kong Central Estates	\$95 b.	10,000	\$100	all	—	—	95	95	\$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	\$134 b.	20,000	£50	all	138 July	125 May	134	131	Tls. 12 for year ending 21/10/14
Hongkong Cotton Co., Ltd.	\$64 b.	125,000	\$10	all	84 Mar.	7 June	6 1/2	6 1/2	50 cents 31/7/08
Kung Yik	\$12 b.	75,000	£10	all	14 Jan.	11 Mar.	12	11 1/2	Tls. 1.20 for year ending 30/11/14
Laou Kung Mow	\$2 b.	8,000	£100	all	110 Feb.	7 May	82	75	Tls. 12 for 1913
Shanghai Cottons	\$39 b.	49,000	£50	all	135 Feb.	70 Nov.	90	90	Tls. 10 for year ending 30/6/13
Miscellaneous.									
China Borneo Company, Ltd.	\$11 s.	60,000	\$12	all	12 May	10 Dec.	11	11	\$1.20 for 1913
China Light & Power Co., Ltd.	\$4 s.	50,000	\$5	all	4 9/10 July	4 April	4	4	6% for year ending 28.2.06
Do. (Spec. shares)	\$1 s.	50,000	\$1	all	—	—	—	—	70 cts. for 1914.
China Prov. L. & M. Co., Ltd.	\$35 s.	200,000	\$10	all	9 Jan.	7 Nov.	8	7 9/10	\$1.50 for year ending 31/7/14
Dairy Farm Company, Ltd.	\$35 s.	40,000	\$5	all	39 June	35 Aug.	35	35	40 cts. for 1911.
Green Island Cement Co., Ltd.	\$40 b.	400,000	\$10	all	6 9/10 Jan.	5 Dec.	5 1/2	5 1/2	\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	\$42 b.	9,000	\$10	all	49 Jan.	36 Nov.	42	42	Interim of \$2 1/2 a/c 1914
Hongkong Ice Company, Ltd.	\$190 b.	5,000	\$25	all	217 1/2 July	174 Dec.	190	190	\$2 for 1913
Hongkong Rope Mfg. Co., Ltd.	\$26 b.	60,000	\$10	all	25 June	22 Apr.	26	25	Final div. of 6d. making 7 1/2 p. share for 1913
Hongkong Tramway Co., Ltd.	\$5.20 sa.	325,000	5/-	all	13 1/2 July	7 1/2 Feb.	5.20	5	Interim of T. 1 making T. 2 a/c 1913
Langkats	\$40 b.	250,000	£10	all	64 1/2 Mar.	28 Dec.	40	40	80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30.4.14
Peak Tramway Co., Ltd. (Old)	\$10 b.	25,000	\$10	all	10 1/2 Jan.	9 1/4 June	10	10	None
Do (New)	\$1 b.	50,000	\$10	all	93 cts. Jan.	75 cts. Dec.	1	1	\$1.50 for 1910.
Philippines Ld.	\$5 b.	75,000	\$10	all	—	—	—	—	None
H. Price & Co., Ltd.	\$6 b.	—	—	—	—	—	—	—	35 cts. for year ending 31/5/14
Societes des Pulpes et Papier	\$20 s.	13,200	\$50	all	—	—	—	—	\$1.00, per share for year ending 31.12.1914
Steam Laundry Co., Ltd.	\$4 s.	20,000	\$5	all	5.00 June	4 Nov.	4	4	70 cts. for 1913
Union Water-boat Co., Ltd.	\$17 s.	50,000	\$10	all	22 1/2 Feb.	17 Jan.	17	17	50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
Watson and Co., Ltd.	\$7 s.	90,000	\$10	all	8 1/2 April	6 9/10 Dec.	7	7	\$1. Interim a/c year 31.8.14
William Powell, Limited.	\$6 1/2 s.	2,100	\$7	all	9 1/2 Jan.	6 1/2 Dec.	6 1/2	6 1/2	
S. O. Morning Post	\$29 b.	6,000	\$25	all	30 June	92 Dec.	29	29	

WRIGHT & HORNBY.

[Share and General Brokers. 6, Des Voeux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON FEB. 27, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Wright and Hornby, in their share report dated February 26, state:— There has been a good general demand for shares throughout the week, but business has been restricted, owing to the local Race Holidays. All Shanghai Cotton Mill shares are in strong demand at considerably improved prices.

Bar Silver is quoted at 22 7/8 per oz. ready. Exchange on London opened to-day at 1/8 1/2 T.T. Banks.—Hongkong and Shanghai Banks have improved from \$810 buyers cum div. to \$800 buyers ex. div. and at the latter figure a good number of shares have changed hands.

Marine Insurances.—Cantons are wanted at \$355, North Chinas at Tls. 160, Unions at \$830 and Yangtzes at \$225 ex. 73.

Fire Insurances.—China Fires are still obtainable at \$150, and Hongkong Fires are in strong demand at \$395.

Shipping.—China and Manilas have advanced from \$3 to \$3 1/2 sales and buyers. Douglases at \$29, and Star Ferries at \$37 are obtainable at quotations. Hongkong, Canton and Macao Steamboats have further appreciated from \$22 to \$24 and at the latter figure a fair business has been done, closing firm. Shell Transports have changed hands at 87/8. Indo-Chinas have been booked at \$70, \$72, \$73 and \$75, closing with buyers at the latter figure.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have sellers at \$57. Kowloon Wharves have been booked at \$69 and there are further buyers at the rate. Shanghai Docks are quoted from Shanghai at Tls. 52 buyers and Hongkew Wharves at Tls. 92 1/2 buyers.

Refineries.—China Sugars have been booked at \$100 and \$108 cash and equivalent rates forward. Luxons are steady at \$10 after sales.

Lands, Hotels and Buildings.—Central Estates are firm at \$95 buyers. Hongkong Hotels are wanted at \$124. Hongkong Lands are steady at \$110 after sales. Humphreys' Estates, have been booked at \$6 1/2 ex. dividend, closing steady. Kowloon Lands and West Points are unchanged and without business to report. Shanghai Lands are firm at Tls. 101.

Mining.—Raub have sellers at \$3 1/2. Kailans are steady at 32 1/2. Tromps are offering at 27/6. Langkats continue firm with buyers at Tls. 40.

Cotton Mills.—Hongkong Cottons have advanced to \$8 1/4 buyers. There has been a steady in advance all Shanghai Cottons Mills, the market closing firm. Ewos are Tls. 133 buyers. Internationals Tls. 79 buyers. Kung Yik Tls. 12 buyers. Laou Kung Mow Tls. 80 buyers. Shanghai Cottons Tls. 90 buyers and Soey Chees Tls. 38 buyers.

Miscellaneous.—There are buyers of China Borneos at \$10 1/2, China Providents at \$8, Green Island Cements at \$5.40, Hongkong Electrics at \$42, Ices at \$190, Ropes at \$25 1/2, Low Level Trams at \$5.15. There are

sellers of China Light and Powers at \$4, Dairy Farms at \$35, Steam Laundries at \$4, Union Waterboats at \$17 1/2, A. S. Watsons at \$7, and Wm. Powells at \$6 1/2.

NOTICES

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.	WEEK DAYS.	WEEK DAYS.
7.00 AM to 10.00 AM. Every 15 Min.	10.00 AM to 12.00 PM. Every 15 Min.	12.00 PM to 3.00 PM. Every 15 Min.
10.00 AM to 12.00 PM. Every 15 Min.	12.00 PM to 3.00 PM. Every 15 Min.	3.00 PM to 6.00 PM. Every 15 Min.
12.00 PM to 3.00 PM. Every 15 Min.	3.00 PM to 6.00 PM. Every 15 Min.	6.00 PM to 7.00 PM. Every 15 Min.
3.00 PM to 6.00 PM. Every 15 Min.	6.00 PM to 7.00 PM. Every 15 Min.	7.00 PM to 8.00 PM. Every 15 Min.
6.00 PM to 7.00 PM. Every 15 Min.	7.00 PM to 8.00 PM. Every 15 Min.	8.00 PM to 9.00 PM. Every 15 Min.
7.00 PM to 8.00 PM. Every 15 Min.	8.00 PM to 9.00 PM. Every 15 Min.	9.00 PM to 10.00 PM. Every 15 Min.
8.00 PM to 9.00 PM. Every 15 Min.	9.00 PM to 10.00 PM. Every 15 Min.	10.00 PM to 11.00 PM. Every 15 Min.
9.00 PM to 10.00 PM. Every 15 Min.	10.00 PM to 11.00 PM. Every 15 Min.	11.00 PM to 12.00 PM. Every 15 Min.
10.00 PM to 11.00 PM. Every 15 Min.	11.00 PM to 12.00 PM. Every 15 Min.	12.00 PM to 1.00 PM. Every 15 Min.

Extra Car at 12 midnight. By Arrangement at the Company's Office, Alexandra Building, Des Voeux Road.

CHEAP SALE.

The undersigned, who are giving up business, are now sacrificing all goods.

Special terms for large quantities. Come soon to avoid disappointment.

The following are a few lines carried:

Tweeds, Serges, Woollen Vests and Drawers, Woollen Socks, Felt and Tweed Hats, Panama Hats, Dress and Fancy Shirts, Boots and Shoes, etc., etc.

WING FAT CHEONG, High Class Tailor, 24, Des Voeux Road Central.

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Offices between the hours of 10 a.m. and 4 p.m.

HIMROD'S

Give Instant Relief to the sufferer what your respiratory organs may be suffering from—whether ASTHMA, INFLUENZA, NASAL CATARRH, OR ORDINARY COUGH. You will find this remedy a powerful power that is simply irresistible. 50 YEARS OF SUCCESSFUL TREATMENT. CURE FOR ASTHMA.

EXCHANGE.

Selling	T/T Marks
1/9 1/2	Nom.
1/9 3/16	Demand Germany
1/9 1/2	T/T France
1/9 5/16	Demand Paris
1/9 1/2	On Hoiphong
1/9 1/2	On Saigon
1/9 1/2	On Bangkok
1/9 1/2	Buying
1/9 1/2	4 m/s. L/C
1/9 1/2	4 m/s. D/P
1/9 1/2	6 m/s. L/C
1/9 1/2	30 d/s. S'ney & M.
1/9 1/2	30 d/s. San F'co & N.Y.
1/9 1/2	4 m/s. Marks
1/9 1/2	4 m/s. France
1/9 1/2	6 m/s. do
1/9 1/2	Gold Leaf per tael
1/9 1/2	Sovereign
1/9 1/2	Bar Silver ready
1/9 1/2	forward

SUBSIDIARY COINS.

Chinese	Discount per \$100
20 cts. pieces	\$20
10 cts. pieces	\$21
Hongkong, 20 cts. pieces	\$15 1/4
Hongkong, 10 cts. pieces	\$16 1/4

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES: BOMBAY, LONDON, CALCUTTA, MANILA, CANTON, PANAMA, CEBU, PEKING, COLON, SAN FRANCISCO, HANKOW, SHANGHAI, HONGKONG, SINGAPORE, KOBE, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,060,000

(U.S. Gold) \$7,310,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.

Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,250,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Tientsin, Yokohama.
Agencies: Moscow, New York, Peking, San Francisco, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Account. Deposits received for fixed periods at rates to be ascertained on application.

EISHI ONO, Manager.

Hongkong, 17th October, 1914.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,800,000

Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 11th April, 1912.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

NOTICES

In Assets, Income, Net Surplus, Business in Force,
New Business the

SUN LIFE OF CANADA

Is the leading Life Company of the Dominion.
Outside of Companies issuing industrial policies, the Sun
Life of Canada is doing the largest life business in the
British Empire.

Funds Exceed £11,000,000.

CHIEF OFFICE FOR SOUTH CHINA, DES VUEX ROAD, (POWELL'S BLDG.)

THE IDEAL DISTEMPER.

"SYNOLEO" (RECD.)

(IN PASTE FORM).

Requires only the addition of cold water to be ready for use.
Absolutely dependable in its results.

STOCKED IN HONGKONG

In many Artistic Tints, Tint Cards on application.

WILKINSON, HEYWOOD & CLARK, LTD.

HONGKONG BRANCH:

Alexandra Building.

Tel. 763

HONGKONG CIGAR STORE,

HOTEL MANSIONS

(Lately occupied by KRUSE & Co.)

SOLE AGENTS

FOR THE WORLD-REOWNED

IMPERIO DEL MUNDO CIGARS

AND

TH. VAFIADIS'

"CROWN PRINCE" AND OTHER CIGARETTES.
SUPPLIERS TO LEADING CLUBS & HOTELS.

STOCK OF

CIGARS, CIGARETTES & TOBACCO

to suit the taste of all SMOKERS.

Our Havana Cigars are specially stored in air-tight safes.
Importers of MELACHRINO and DIMITRINO'S Cigarettes.
Fresh Stock of ARDATH'S Virginia Cigarettes and Tobacco,
Craven Mixture, Black Cat Mixture, and Grapnel Mixture, received
by every Mail.

Mail orders promptly and carefully executed.

MARTIN'S
APIOL & STEEL
PILLS

A French remedy for all irregularities.
Thousands of men and women have been
restored to health by the use of this
remedy. It is a powerful purgative,
and its use is recommended by the
most eminent medical authorities.
It is a safe and reliable remedy,
and its use is recommended by the
most eminent medical authorities.

MARTIN'S
APIOL & STEEL
PILLS

IT IS WHAT YOU GET MORE
THAN WHAT YOU PAY, THE
DOUBLE STRENGTH MEANS
DOUBLE VALUE.

LOTUS MOKHA
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

RUTTONJEE & SON.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the
continuance of the War all outgoing cor-
respondence must be posted at the Gen-
eral Post Office or at any of its Branch
Offices.

2. Ships' Officers are strictly forbidden
to receive on board their vessels any
correspondence from the Public.

3. Shipmasters are not allowed to place
on board their vessels letter boxes
for the purpose of collecting cor-
respondence; all such boxes found exposed
on board their vessels will be removed and
returned to the General Post Office.

4. Shipping Companies must not re-
ceive from the Public for inclusion in
their ships' Papers any but bona fide com-
munications which should be left open
or inspection when required.

5. Shipping Companies should state in
their notifications to the Post Office the
exact hour of departure of their vessels
in order that the public may have every
facility for posting at the General Post
Office.

6. Shipping Companies and Ships' Of-
ficers must send to the Post Office ALL
correspondence posted in the Ships' Letter
Boxes or received by Ships' Officers at the
ports from which they should be sent
on route to Hongkong.

Wanted.

1. On March 1st 1915 a branch Post
Office will be opened at Queen's Road East
Wanted (next to the Sanitary Depart-
ment's Office).

2. The Office will be open for the trans-
action of public business from 7 a.m. to 6
p.m., on Sundays, and Holidays from 8 to
9 a.m.

3. The delivery district will be from
Arenson St. and Monmouth Park to Shan-
kwan.

The hours of delivery will be 8 and 11
a.m. and 2 & 5 p.m.

The letter box will be cleared at 7, 8, 10
and 11 a.m. and at 1, 2, 4, & 5 p.m. for de-
patch to G. P. O.

NOTICE IS GIVEN THAT AL-
THOUGH EVERY POSSIBLE PRE-
CAUTION IS TAKEN TO SECURE
THE SAFETY OF ALL LOSTAL PAC-
KETS WHILST IN THE CUSTODY OF
THE POST OFFICE THE POSTMAS-
TER GENERAL CANNOT GIVE COM-
PENSATION FOR ANY LOSS OR DA-
MAGE WHICH MAY BE DUE TO THE
ACT OF THE KING'S ENEMIES. UN-
TIL FURTHER NOTICE NO LETTERS,
BOXES, OR PARCELS FOR BELGIUM
BRAZIL, CRETTE OR MONTENEGRO
AND NO LETTERS, BOXES OR PAR-
CELS FOR MALTA CAN BE ACCEP-
TED FOR INSURANCE.

War risks are not covered by postal
registration or insurance.

THE PARCEL POST AND INSURE
LETTER SYSTEM TO BRAZIL IS SUS-
PENDED.

The services to Germany, Austria, and
their Colonies, and to the Ottoman Em-
pire are suspended as are also the Parcel
Post services to France and Tientsin.

The Public are informed that Gold and
Silver Coins and Paper Money
cannot be accepted for transmission
through the Post without a permit
issued by the Superintendent of Imports &
Exports.

British Postal Orders are now on sale
at the Sai Yung Poon Branch Post Office.

The Sardinia, with the English Mail,
left Singapore on Monday, the 22nd inst.,
and is due to arrive here to-morrow.

The Linan, with the Mail from London
(via Siberia) of Tuesday, the 26th Jan., is
due to arrive here on Monday, the 1st
March.

MAILS DUE.

English, Sardinia, 25th inst.
Siberian, Linan, 1st March.

MAILS CLOSE TO-DAY.

Philippine Is.—Per LOONGSANG, 27th
inst., 2 p.m.

Amoy—Per OHENAN, 27th inst., 3 p.m.
Salmon Straits, Burma, Cey-
lon, Aden, Western Australia,
India, Aden, Egypt & Eu-
rope.—Per VILLE DE LA
CIOTAT, 27th inst., 4 p.m.

Shanghai and North China
(Europe via Siberia)—Per
YINGGOW, 27th inst., 4 p.m.

Tientsin-Pukow Railway, Shanghai Br.
P. O. Thursday, 4th March.

Hohow & Haiphong—Per HOIHOW,
27th inst., 4 p.m.

TO-MORROW

Swatow, Amoy, Formosa, via Tamsui—
Per DAIGI M., 28th inst., 9
a.m.

Swatow—Per HAIMUN, 28th inst., 9 a.m.

Shanghai and North China
(Europe via Siberia)—Per
SARDINIA, 28th Feb., 9 p.m.

Tientsin-Pukow Railway, Shanghai Br.
P. O. Thursday, 4th March.

MONDAY, 1st March.

Pakhoi & Haiphong—Per HANOF, 1st
Mar., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Indraghri Br. ss. 3,660, Noel P. Floher,
26th Feb.—Manila, 13rd Feb.
Gen.—J. M. & Co.

Wanchow, Br. ss. 360, Purlew, 26th Feb.
—Hohow, 25th Feb. Gen.—B. &
S.

Sechu Maru, Jap. s.s. 1,110, K. Hattori
26th Feb.—Swatow, 25th Feb.
O. S. K.

DEPARTED.

February 26.

Malta for Bombay via Singapore
Atlantic for Yokohama via Shanghai
Chingchow for Port Persal
Yai Maru No. 2 for Hongay
Haiphong for Fochow via Swatow
Chiyen for Shanghai
Mulchow for Canton

CLEARANCES AT THE
HARBOUR OFFICE.

February 26.

Sechu Maru for Canton
Shanli for Shanghai

February 27.

Laertes for Saigon
Tamsui for Amoy
Hohow for Haiphong via Hongay
Loongsang for Manila
Yingchow for Shanghai
Daig Maru for Tamsui via Swatow
Royal Prince for New York via Manila
Haiman for Swatow
Daiten Maru for C. W. Tao via Tientsin

PASSENGERS DEPARTED.

Foran, Malta for London etc., on Feb.
26.—Mr. E. R. Bate, Miss Britton, Messrs
E. B. Wood, A. Riggs, J. O. Allan, James, Mc-
Laughlin, J. A. Reid, R. C. Munro, E. J. H.
Barnes, J. L. Miller, Sgt. Maj. Bannister,
Rev. A. & Mrs. C. G. O'Brien, R. D. Stewart, A.
P. Lonsdale, Miss M. Milne, J. B. Arnold, S.
Evans, Miss R. Churchill, Jamshed, Mrs.
Walcott, Mrs. Scott, Mrs. G. F. Boser, Mr.
& Coleman, H. van Dugteren, Mr. & Mrs.
A. Leach, A. Trollope, M. Hay, Miss Ah
Tong, Ng Hon-sang, B. J. Wong, H. D. Smith,
Mr. & Mrs. Bower, F. J. Fish.

Shanghai & North China—Per HANG-
SANG, 1st Mar., 4 p.m.

TUESDAY, 2nd March.

Tientsin—Per HUICHOW, 2nd Mar., 11
a.m.

American
Canadian
Mails.
Philippine Islands, Japan and
Siberia, S. America, Canada,
Kingdom via Canada—Per
PERLIA, 2nd March, 11 a.m.

Swatow, Amoy & Fochow—Per HAI-
CHING, 2nd Mar., noon.

Straits & India via Calcutta—Per LAI-
SANG, 2nd Mar., 2 p.m.

Philippine Is.—Per TEAN, 2nd Mar., 3 p.m.

Swatow, Amoy, Formosa via Amoy and
Tamsui—Per BOSRU M., 2nd
Mar., 4 p.m.

WEDNESDAY, 3rd March.

Swatow—Per HAIMUN, 3rd Mar., noon.
Japan via Moji, Victoria B.O.
and Seattle & U. Kingdom via
Canada—Per AWA MARU,
3rd Mar., 11 a.m.

THURSDAY, 4th March.

Shanghai, North China, Japan
via Moji, Victoria, B.O. and
Seattle and United Kingdom
via Canada, (Europe via Siberia)
—Per SHIDZUOKA M.,
4th Mar., 11 a.m.

[Tientsin-Pukow Service Shanghai Br.
P. O. Monday, the 8th March.]

Shanghai & N. China—Per ANHUI, 4th
Mar., 3 p.m.

FRIDAY, 5th March.

Swatow, Amoy & Fochow—Per HAI-
TAN, 5th Mar., noon.

TUESDAY, 9th March.

Haiphong—SINGAN, 9th Mar., 9 a.m.

Swatow, Amoy & Fochow—Per HAI-
YING, 9th Mar., noon.

Philippine Is.—Per CHINHUA, 9th Mar.,
3 p.m.

FRIDAY, 12th March.

Philippine Is., Australia, Tas-
mania, New Zealand via Port
Darwin and New Guinea via
Thursday Island—Per ST.
ALBANS, 12th March, 10 a.m.

MONDAY, 29th March.

Philippine Islands, Australia,
New Zealand via Port Dallas,
and New Guinea via Thursday
Is.—Per OHANGSHA, 29th
March, 11 a.m.

Oysters, Fresh, Fried or Stewed
Finton Haddock, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 26th at noon—The anticyclone
and continental depression have moved
eastward. The former is now central over
N. Japan, and the latter covers the Yellow
Sea. Pressure has consequently increased
quickly over N. Japan and decreased
over the Loochoos and S. Japan. Slight
decreases have also occurred over the
southern part of the area, and shallow de-
pression covers Indo-China.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 6.00 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1. Hongkong and Neighbour- hood	Southerly winds, light to moderate; cloudy, occasionally squally.
2. Formosa Channel	The same as No. 1.
3. South coast of China be- tween H.K. and Lamoo	The same as No. 1.
4. South coast of China be- tween H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
26th Feb., a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Wootock	7a	30.37	13		n	0	b
Memuro	6a	30.36			n	0	b
Hakodate	"	30.43			wnw	1	b
Tokio	"	30.38			wnw	1	b
Kobe	"	30.17			se	1	b
Nagasaki	"	29.63			se	6	b
K'agima	"	29.86			se	6	b
Oshima	"	29.95			se	6	b
Naha	"	30.03			se	6	b
Ishijima	"	30.01			s	4	b
Benin Is.	"	30.22			one	1	b
Choshi	"	29.87	35	90	n	7	crq
Wharwal	"						
Hankow	"						
Shanghai	"	29.99	48		wnw	3	oq
Gustair	"	29.95	35		nw	8	ov
Shany P.	"	29.72	64	89	s	1	b
Amoy	6a	29.90	63	94	sw	2	dh
Swatow	"	29.95	65	100	sw	1	dh
Taiho	5a	29.93	63	98	o	2	b
Taihu	"	29.97	64		n	1	b
Taiwan	"	29.95	52		s	2	r
Keshun	"	29.93	60		s	4	b
Fochow	"	29.90	73		ne	1	b
Canton	6a	29.90	67	100	o	1	dh
H'kong	"	29.94	71	93	o	1	of
Cap Rock	"	30.93			s	3	f
Macao	"	30.87	68	100	se	1	b
Wanchow	9a	29.93	66	89	e	1	b
Fakhoi	"						
Elbow	"	29.85	70	97	se	4	of
Shanghai	"	29.85	73		sw	2	b
Touran	"	29.89	73		sw	2	b
C. St. J.	"	29.95	70	81	s	1	b
Appari	"	29.92	68	91	se	1	b
Dagupan	"	29.94	66	89	o	0	b
Manila	"	29.95	77	84	o	0	b
Lagundi	"	29.95	77	84	o	0	b
Palawan	"	29.95	77	84	o	0	b
Iloilo	"	29.95	77	84	o	0	b
Surigao	"	29.91	73	97	sw	1	o
Labuan	"						

T. F. CLAXTON, Director.

Hongkong Observatory, Feb. 26.

1 Barometer, reduced to 32 degrees
Fahrenheit on the level of the sea in in-
ches, tenths and hundredths.

2 Temperature, in the shade, in degrees
Fahrenheit.

3 Humidity, in percentage of saturation,
the Humidity of air saturated with mois-
ture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort
Scale.

State of Weather, b blue sky, o do-
tached cloud, g drizzling rain, f fog, g
gloom, h hail, l lightning, o overcast, p
passing showers, q squally, r rain, s snow,
t thunder, v visibility, w dew wet.

6 Rain in inches, tenths and hundredths

METEOROLOGICAL.

Previous	Day	On date	On date
at 6 a.m.	at 6 a.m.	at 6 a.m.	at 6 p.m.
Barometer	29.97	29.98	29.94
Temperature	76	71	77
Humidity	81	95	78
Wind Direction	5	E	2
Force	3	1	2
Weather	o	of	o
Rain			
Highest open air Temperature on the	76		76
Lowest	64		67

H.K. Observatory, 26th February.
T. F. CLAXTON, Director.

TIDE TABLE.

22nd Feb. to 28th Feb., 1915.

High Water	Low Water	High Water	Low Water
Mean	Mean	Mean	Mean
Time	Time	Time	Time
Mon.	4 12	12 12	12 12
Tue.	4 12	12 12	12 12
Wed.	4 12	12 12	12 12
Thur.	4 12	12 12	12 12
Fri.	4 12	12 12	12 12
Sat.	4 12	12 12	12 12
Sun.	4 12	12 12	12 12

in morning, a afternoon.

MAIL STEAMERS

THE PENINSULAR AND ORIENTAL S. N. CO.

ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS or to
about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI	Sardinia Capt. J. T. Jeffery	daylight 1st Mar.	Freight & Passage
SHANGHAI, MOJI, AND YOKO- HAMA	Namur Capt. A. Collyer	about 2nd Mar.	Freight & Passage
LONDON via Usual Ports of call	Sardinia Capt. J. T. Jeffery	noon 12th Mar.	Freight & Passage
L'DON via S'pore, Penang, Colombo, Port Said and Marseilles	Namur Capt. A. Collyer	10 a.m. 31st Mar.	Freight & Passage

Subject to alteration without notice.